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Railroad Ten-Year Trends

PREFACE

This first edition of RAILROAD TEN-YEAR TRENDS replaces two previous publications: the ECONOMIC ABZ's OF THE RAILROAD INDUSTRY, which has been published annually since 1980, and STATISTICS OF CLASS I RAILROADS, published since 1943. This new report is offered in a simple statistical format, and as the title implies, most of the data are presented for the last ten years. The tables are organized into the following categories:

Section I. Consist of the Industry

Section II. Financial Performance

- A. Income Statement/Operating Expenses
- B. Balance Sheet/Capital Investment
- C. Financial Indicators

Section III. Operating Statistics

- A. Plant and Equipment
- B. Employment
- C. Traffic
- D. Fuel Use and Efficiency
- E. Freight Operating Statistics

Section IV. Profiles

Except where otherwise noted, Annual Reports (R-1) and other reports of Class I Railroads to the Interstate Commerce Commission, as well as data collected by the Association of American Railroads, provide the sources of the statistics presented in this publication. Amtrak statistics are not included except where noted.

This document should be cited as a source whenever data from it are used.

ECONOMICS AND FINANCE DEPARTMENT
ASSOCIATION OF AMERICAN RAILROADS
1920 L Street, NW
Washington, D.C. 20036

ORDERING RAILROAD TEN-YEAR TRENDS

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I. CONSIST OF INDUSTRY

Table I-1

RAILROADS AND THE ECONOMY IN 1983

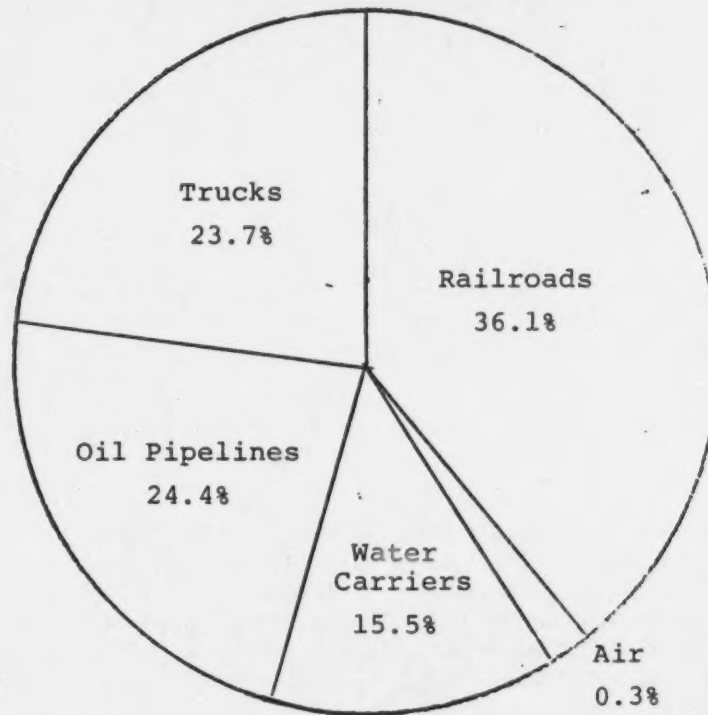
Rail Revenues Equal 0.8 Percent of GNP.

Railroads Handle 36.1 Percent of the Nation's Intercity Freight Traffic (Ton-Miles).

Railroads Employ 16.2 Percent of the Total Persons Involved in Transportation Services.

Railroad Investment in New Plant and Equipment Accounts for 30.1 Percent of Total Transportation Investments.

Intercity Ton-Miles, 1983



Source: Transportation in America, Transportation Policy Associates.

Table I-2

NUMBER OF RAILROADS

Year	Class I Line-Haul Railroads	Other Line-Haul Railroads	Switching & Terminal & Terminal Companies	Total
1920	186	686	245	1117
1925	174	630	236	1040
1930	156	541	231	928
1935	144	451	215	810
1940	131	397	208	736
1945	130	355	213	698
1950	127	337	215	679
1955	126	310	207	643
1960	106	304	197	607
1965	76	302	190	568
1970	71	273	173	517
1975	73	245	159	477
1980	39	288	153	480
1983	31	296	142	469
1984	28	N.A.	N.A.	N.A.

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1920	100	100	100	100
1925	94	92	96	93
1930	84	79	94	83
1935	77	66	88	73
1940	70	58	85	66
1945	70	52	87	62
1950	68	49	88	61
1955	68	45	84	58
1960	57	44	80	54
1965	41	44	78	51
1970	38	40	71	46
1975	39	36	65	43
1980	21	42	62	43
1983	17	43	58	42
1984	15	—	—	—

- Notes: 1. A line-haul company conducts actual transportation services. A switching and terminal company performs switching service, furnishes terminal trackage, bridges, or other facilities such as union passenger or freight stations, operates ferries, or performs any one or a combination of these functions. It may incidentally conduct regular freight or passenger service.
2. Line-haul companies are classified on the basis of annual revenues (restated in 1978 constant dollars), as follows: Class I, \$50 million or more; Class II, \$10 million to \$50 million; Class III, less than \$10 million. Switching and Terminal Companies are classified as Class III, regardless of revenues.
3. Class I railroads account for more than 95 percent of the industry's traffic. The decline in the number of Class I roads is attributable primarily to reclassifications and consolidations. In fact, the 1984 total drops from 28 to 19 when counted as systems.

RAILROAD UNIFICATIONS

<u>Effective Date of Unification</u>	<u>Type of Unification</u>	<u>Applicant Railroads</u>	<u>Controlling Railroad/Company</u>
8-31-57	Merger	Nashville, Chattanooga & St. Louis	Louisville & Nashville
1-01-58	Merger	Litchfield & Madison	Chicago & North Western
10-06-58	Control	Spokane International	Union Pacific
12-01-59	Merger	Virginian	Norfolk & Western
1-28-60	Control	Toledo, Peoria & Western	Atchison, Topeka & Santa Fe and Pennsylvania
1-01-60	Merger	Charleston & Western Carolina	Atlantic Coast Line
7-01-60	Merger	Missouri-Kansas-Texas of Texas	Missouri-Kansas-Texas
10-17-60	Merger	Erie and Delaware, Lackawanna & Western	Erie-Lackawanna
11-01-60	Merger	Minneapolis & St. Louis	Chicago & North Western
1-01-61	Merger	Minneapolis, St. Paul & Sault Ste. Marie, Duluth, South Shore & Atlantic and Wisconsin Central	Soo Line
10-31-61	Merger	Texas & New Orleans	Southern Pacific
3-17-62	Control	Lehigh Valley	Pennsylvania Railroad
2-04-63	Control	Baltimore & Ohio	Chesapeake & Ohio
6-18-63	Control	Central of Georgia	Southern
7-01-63	Control	Georgia & Florida	Southern
9-03-63	Control	Ann Arbor	Detroit, Toledo & Ironton
1-01-64	Merger	St. Louis, San Francisco & Texas	St. Louis-San Francisco
9-25-64	Control	Kansas-Oklahoma & Gulf	Texas & Pacific
10-16-64	Merger	New York, Chicago & St. Louis	Norfolk & Western
10-16-64	Control	Akron, Canton & Youngstown	Norfolk & Western
8-01-65	Merger	Gulf, Colorado & Santa Fe and Panhandle & Santa Fe	Atchison, Topeka & Santa Fe
8-12-65	Merger	Pacific Electric	Southern Pacific
1-03-67	Control	Chicago, South Shore & South Bend	Chesapeake & Ohio
5-21-67	Control	Chicago & Eastern Illinois	Missouri Pacific
7-01-67	Merger	Atlantic Coast Line, Seaboard Air Line	Seaboard Coast Line
2-01-68	Merger	Pennsylvania Railroad, New York Central	Penn Central
3-29-68	Control	Western Maryland	Chesapeake & Ohio and Baltimore & Ohio
4-01-68	Control	Erie Lackawanna	Norfolk & Western
7-01-68	Merger	Chicago Great Western	Chicago & North Western
7-01-68	Control	Delaware & Hudson	Norfolk & Western
8-01-68	Control	Alton & Southern	Missouri Pacific & Chicago & North Western ^{1/}
1-31-69	Merger	New Orleans & Northeastern	Alabama Great Southern
2-1-69	Merger	New York, New Haven & Hartford	Penn Central
7-01-69	Merger	Piedmont & Northern	Seaboard Coast Line
3-02-70	Merger	Great Northern, Northern Pacific and Chicago, Burlington & Quincy	Burlington Northern
4-01-70	Merger	Kansas, Oklahoma & Gulf	Texas & Pacific
5-31-71	Merger	Central of Georgia, Georgia & Florida, Savannah & Atlanta and Wrightsville & Tenille	Central of Georgia
7-31-71	Merger	Monon	Louisville & Nashville
8-10-72	Merger	Illinois Central and Gulf, Mobile & Ohio	Illinois Central Gulf
6-15-73	Consolidation	Baltimore & Ohio, Chesapeake & Ohio and Western Maryland	Chessie System
1-01-74	Merger	Carolina & Northwestern	Norfolk & Southern
4-01-76	Consolidation	Central Railroad of New Jersey, Erie-Lackawanna, Lehigh & Hudson Valley, Lehigh Valley, Penn Central, Reading and Ann Arbor	Consolidated Rail Corp. (Conrail)
10-16-76	Merger	Texas & Pacific and Chicago & Eastern Illinois	Missouri Pacific
11-01-78	Merger	Abilene & Southern, Fort Worth Belt, Missouri-Illinois, New Orleans & Lower Coast, St. Joseph Belt, Texas-New Mexico and Union Terminal	Missouri Pacific
11-10-78	Control	Green Bay & Western	Itel Corp.

Table I-3

RAILROAD UNIFICATIONS

11-01-80	Consolidation	Chessie System and Family Lines	CSX Corp.
11-21-80	Merger	Burlington Northern and St. Louis-San Francisco	Burlington Northern
6-16-81	Control	Maine Central	Gulford Transportation Ind.
1-01-82	Merger	Burlington Northern, Colorado & Southern, Fort Worth & Denver, Burlington Northern (Oregon-Washington) and Walla Walla Valley.	Burlington Northern
6-01-82	Consolidation	Southern and Norfolk & Western	Norfolk Southern Corp.
12-22-82	Merger	Union Pacific, Missouri Pacific and Western Pacific	Union Pacific Corp.
1-1-83	Consolidation	Family Lines and Louisville Nashville	Seaboard System Railroad
7-1-83	Control	Boston & Maine	Gulford Transportation Ind.
1-5-84	Control	Delaware & Hudson	Gulford Transportation Ind.

Table I-4

RANKING OF RAILROAD SYSTEMS BY REVENUE

Year 1983

(Thousands of Dollars)

	<u>System/Railroad</u>	<u>Operating Revenues</u>	<u>Percent of Total</u>	<u>Cumulative</u>
1.	CSX	\$ 4 362 579	16.3%	16.3%
	Chessie System	(1 890 664)		
	Baltimore & Ohio	(918 591)		
	Chesapeake & Ohio	(949 237)		
	Western Maryland	(22 836)		
	Seaboard System	(2 471 915)		
2.	Burlington Northern	4 019 050	15.0	31.3
3.	Union Pacific	3 608 709	13.5	44.8
	Union Pacific	(1 809 311)		
	Missouri Pacific	(1 652 036)		
	Western Pacific	(147 362)		
4.	Norfolk Southern Corp.	3 129 504	11.7	56.5
	Norfolk & Western	(1 526 709)		
	Southern System	(1 602 795)		
5.	Conrail	3 025 310	11.3	67.8
6.	Southern Pacific Transp. Co.	2 331 551	8.7	76.5
	Southern Pacific	(1 963 789)		
	St. Louis-Southwestern	(367 762)		
7.	Atchison, Topeka & Santa Fe	2 091 143	7.8	84.3
8.	Illinois Central Gulf	874 167	3.3	87.6
9.	Chicago & North Western	859 902	3.2	90.8
10.	Chicago, Milwaukee, St. Paul & Pacific	369 311	1.4	92.2
11.	Denver & Rio Grande Western	306 401	1.2	93.4
12.	Kansas City Southern	306 041	1.2	94.6
13.	Grand Trunk Corporation	296 223	1.1	95.7
	Grand Trunk Western	(227 268)		
	Detroit, Toledo & Ironton	(68 955)		
14.	Soo Line	293 230	1.1	96.8
15.	Missouri-Kansas-Texas	248 515	0.9	97.7
16.	Guilford Transportation Industries	226 626	0.9	98.6
	Boston & Maine	(118 272)		
	Delaware & Hudson	(108 354)		
17.	Florida East Coast	104 775	0.4	99.0
18.	Elgin, Joliet & Eastern	90 845	0.3	99.3
19.	Duluth, Missabe & Iron Range	78 142	0.3	99.6
20.	Bessemer & Lake Erie	64 167	0.2	99.8
21.	Pittsburgh & Lake Erie	43 201	0.2	100.0
	TOTAL	\$26 729 392	100.0	

II. FINANCIAL PERFORMANCE

Some of the financial statistics for 1983 shown in Sections II-A, II-B, and II-C are not comparable to prior years due to the industry's conversion from the Retirement, Replacement, Betterment Accounting System (RRB) to a Standard Depreciation Accounting System (DA). This change was mandated for railroad use starting in 1983. Under DA, the cost of assets is systematically allocated over their useful life, while RRB permitted immediate expensing of asset replacement. As a result of the switch to DA, the railroads' future reports to the Interstate Commerce Commission are expected to show a decrease in expenses, resulting in an increase in reported profitability. The actual cash flow is not altered by the change in accounting procedures.

II-A INCOME STATEMENT/OPERATING EXPENSES

Table II-A-1

INCOME STATEMENT

(Millions of Dollars)

Item	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983 ^{1/}
1. Operating Income Account											
2. Total Operating Revenues	\$14 770	\$16 923	\$16 402	\$18 536	\$20 090	\$21 721	\$25 219	\$28 102	\$30 899	\$27 504	\$26 729
3. Freight	13 856	15 063	15 390	17 400	18 892	20 236	23 447	26 200	28 925	25 627	25 836
4. Passenger	259	290	297	327	337	356	382	438	534	573	109
5. All Other Revenues	655	770	715	809	861	1 130	1 390	1 464	1 439	1 303	784
6. Total Operating Expenses	13 845	15 783	15 936	17 801	19 534	21 043	23 994	26 250	28 587	26 490	24 106
7. Pay & Structures	()					4 055	4 582	4 923	5 536	5 209	4 107
8. Equipment	()					5 421	6 019	6 380	6 866	6 413	6 070
9. Transportation	()					9 617	11 342	12 647	13 605	12 366	11 377
10. General & Administrative	()					1 950	2 050	2 252	2 579	2 502	2 552
11. Operating Ratio (Percent)	93.74	93.26	97.16	96.46	97.23	96.88	95.14	93.41	92.52	96.32	90.19
12. Net Rev. from Rev. Operations	\$ 925	\$ 1 140	\$ 466	\$ 655	\$ 557	\$ 678	\$ 1 225	\$ 1 853	\$ 2 312	\$ 1 013	\$ 2 623
13. Other Income	466	757	627	703	796	945	1 172	1 314	1 313	1 667	1 266
14. Total Income	1 391	1 897	1 094	1 358	1 353	1 623	2 397	3 167	4 425	2 680	3 889
15. Misc. Deductions from Income	108	103	108	95	87	185	179	236	278	215	281
16. Income Avail. for Fixed Chgs.	1 283	1 794	985	1 263	1 265	1 438	2 218	2 930	4 147	2 465	3 608
17. Fixed Charges:											
18. Interest on Funded Debt	553	597	623	606	651	739	789	933	1 057	1 019	939
19. Interest on Unfunded Debt	10	9	15	15	19	33	43	73	51	36	40
20. Amortization of Discount	7	6	6	9	9	9	9	9	11	10	10
21. Total Fixed Charges	569	611	644	630	680	781	841	1 015	1 119	1 065	989
22. Income After Fixed Charges	714	1 183	341	633	586	658	1 377	1 915	3 028	1 399	2 619
23. Contingent Interest	25	25	24	26	21	21	20	19	23	21	17
24. Unusual or Infreq. Items (Net)	n.a.	n.a.	n.a.	Dr. 19	Dr. 3	Dr. 54	Dr. 8	Dr. 125	Cr. 18	Cr. 114	Cr. 26
25. Provision for Income Taxes:											
26. Federal Income Taxes	130	217	50	163	60	148	144	224	Cr. 5	Cr. 50	Cr. 52
27. State Income Taxes	n.a.	n.a.	n.a.	n.a.	n.a.	33	50	64	48	Cr. 9	Cr. 7
28. Other Income Taxes	n.a.	n.a.	n.a.	n.a.	n.a.	1	5	3	2	—	—
29. Prov. for Deferred Inc. Taxes	199	211	115	70	176	93	211	279	937	399	895
31. Income Before Extraordinary Items	359	730	144	355	325	307	938	1 192	2 041	1 152	1 778
32. Total Extraordinary Items and Accounting Changes	Cr. 50	Cr. 37	Cr. 134	Cr. 59	Cr. 33	Dr. 56	Cr. 30	—	Cr. 100	—	Cr. 18
33. Net Income	409	767	278	414	339	251	968	1 192	2 141	1 152	1 797
34. Income from Lease of Road and Equipment	2	2	2	3	2	2	2	3	6	3	4
35. Rent for Lease of Road and Equipment	57	58	59	32	24	27	25	32	37	73	70
36. Net Railway Operating Income ^{2/}	650	768	351	452	343	427	837	1 312	1 361	742	1 830
Cr. — Credit											
Dr. — Debit											
N.A. — Not Available											

^{1/}Data for 1983 are not comparable with prior years due to conversion from a Retirement, Replacement, Betterment Accounting system to Depreciation Accounting.

^{2/}Net Railway Operating Income (36) = Net Revenue from Railway Operations (12); plus Rent for Lease of Road and Equipment (35); minus Current and Deferred Taxes on Ordinary Income (27-30); minus Income from Lease of Road and Equipment (34).

Table II-A-2

DISTRIBUTION OF RAILWAY OPERATING REVENUES

(Millions of Dollars)

Item	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
1. Total operating revenues	\$14 770	\$16 923	\$16 402	\$18 536	\$20 090	\$21 721	\$25 219	\$28 102	\$30 899	\$27 504	\$26 729
2. Labor (salaries and wages) ^{1/}	6 721	7 106	7 129	7 850	8 505	9 216 ^{2/}	10 203 ^{2/}	10 753 ^{2/}	11 068 ^{2/}	10 460	9 828
3. Health and welfare; pensions	453	491	501	642	681	722	757	797	1 050	1 050	988
4. Payroll taxes	805	1 110	1 088	1 263	1 399	1 458	1 625	1 649	1 889	1 953	1 795
5. Other taxes	543	662	503	595	489	592	575	650	505	276	232
6. Fuel and power - locomotives	508	1 142	1 168	1 314	1 511	1 556	2 402	3 341	3 772	3 104	2 595
7. Other materials & supplies & misc.	2 459	2 921	2 916	3 576	4 110	4 347	4 900	5 347	6 052	5 076	3 397
8. Loss & damage, injuries to persons & insurance	511	615	654	671	664	822	917	955	918	855	754
9. Depreciation and retirements ^{3/}	826	832	869	857	902	975	1 020	1 149	1 219	1 244	1 834
10. Hire of equip. & % facility net rentals	1 014	1 056	1 109	1 247	1 311	1 488	1 749	1 842	2 097	2 267	2 408
11. Provision for deferred taxes	199	211	115	70	176	93	211	279	937	399	895
12. Rent for/income from leased roads and equipment (net)	—	—	—	—	—	25	23	29	31	70	65
13. Total expenses and taxes	14 120	16 155	16 051	18 085	19 747	21 294	24 382	26 791	29 538	26 762	24 891
14. Net railway operating income (NROI) ^{4/}	\$ 650	\$ 768	\$ 351	\$ 452	\$ 343	\$ 427	\$ 837	\$ 1 312	\$ 1 361	\$ 742	\$ 1 838
DISTRIBUTION EXPRESSED IN CENTS PER DOLLAR OF GROSS REVENUE											
15. Total operating revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
16. Labor (salaries and wages)	45.5	42.0	43.5	42.4	42.3	42.4	40.5	38.3	35.8	38.0	36.8
17. Health and welfare; pensions	3.1	2.9	3.0	3.5	3.4	3.3	3.0	2.8	3.4	3.8	3.7
18. Payroll taxes	5.4	6.6	5.6	6.8	7.0	6.7	6.5	5.9	6.1	7.1	6.7
19. Other taxes	3.7	3.9	3.1	3.2	2.4	2.7	2.3	2.3	1.6	1.0	1.2
20. Fuel and power - locomotives	4.0	6.8	7.1	7.1	7.5	7.2	9.5	11.9	12.2	11.3	9.7
21. Other materials & supplies & misc.	16.6	17.3	17.8	19.3	20.5	20.0	19.4	19.0	19.6	18.5	12.7
22. Loss & damage, injuries to persons & insurance	3.5	3.6	4.0	3.6	3.3	3.8	3.6	3.4	3.0	3.1	2.8
23. Depreciation and retirements	5.6	4.9	5.3	4.6	4.5	4.5	4.1	4.1	4.0	4.5	6.9
24. Hire of equip. & % facility net rentals	6.9	6.2	6.8	6.7	6.5	6.9	6.9	6.5	6.8	8.2	9.0
25. Provision for deferred taxes	1.3	1.3	0.7	0.4	0.9	0.4	0.8	1.0	3.0	1.5	3.4
26. Rent for/income from leased roads and equipment (net)	—	—	—	—	—	0.1	0.1	0.1	0.1	0.3	0.2
27. Total expenses and taxes	95.6	95.5	97.9	97.6	98.3	98.0	96.7	95.3	95.6	97.3	93.1
28. Net railway operating income (NROI)	4.4	4.5	2.1	2.4	1.7	2.0	3.3	4.7	4.4	2.7	6.9

Note: Data for 1983 are not comparable with prior years due to conversion from a Retirement, Replacement, Betterment Accounting system to a Depreciation Accounting system.

^{1/} Labor expenditures do not include that portion of payroll chargeable to capital accounts.

^{2/} Estimated at 95% of total compensation.

^{3/} Excludes retirements beginning in 1978.

Table II-A-3

RAIL COST ADJUSTMENT FACTOR
(Began on October 1, 1980)

Index Level						
Period	Labor	Fuel	M&S	Other	Total	
10/1/80	100.0	100.0	100.0	100.0	100.0	
4Q/80 <u>1/</u>	100.0	102.4	100.9	101.0	100.7	
1Q/81	106.2	111.6	102.4	103.8	105.7	
2Q/81	106.2	122.5	103.8	105.7	107.2	
3Q/81	110.7	121.8	105.0	108.4	110.8	
4Q/81	114.3	115.5	107.7	109.7	112.4	
1Q/82 <u>2/</u>	124.6	116.6	108.0	110.8	117.7	
2Q/82 <u>3/</u>	122.1	113.2	105.6	108.8	115.3	
3Q/82	125.2	108.6	104.7	108.2	115.9	
4Q/82	125.1	109.3	104.6	108.2	115.9	
10/1/82=100						
1Q/83	130.9	112.4	102.2	108.8	118.9	101.0
2Q/83	130.8	89.6	101.5	106.3	115.3	97.9
3Q/83	133.5	93.0	100.5	109.1	117.6	99.9
4Q/83 <u>4/</u>	134.7	99.0	100.4	110.1	119.2	101.2
1Q/84	143.8	98.4	99.1	111.8	123.9	105.2
2Q/84	143.4	96.8	99.6	113.1	124.0	105.3
3Q/84	143.4	97.3	101.0	114.4	124.5	105.8
4Q/84 <u>5/</u>	142.7	95.2	102.7	114.0	124.0	105.3

- 1/ Employs 1979 external weights and internal weights based on 1974 for fuel and materials and supplies and on 1967 for labor as follows: labor 49.9%, fuel 9.6%, materials and supplies 12.5%, and other 28%.
- 2/ Employs revised external weights using 1980 base as follows: labor 47.2%, fuel 12.3%, materials and supplies 12.2%, and other 28.3%.
- 3/ Employs revised internal (within labor, fuel and M&S components) weights using 1980 base.
- 4/ Employs revised internal and external weights using 1982 expenses as weights. External weights are: labor 48.3%, fuel 11.3%, materials and supplies 10.4%, and other 30.0%.
- 5/ Employs revised internal and external weights using 1983 expenses as weights. External weights are: labor 48.5%, fuel 10.3%, materials and supplies 7.2%, and other 30.0%.

Table II-A-4

RAILROAD WAGES AND FRINGE BENEFITS

<u>Year</u>	<u>Ave. Straight-Time Earnings</u>		<u>Fringe Benefits Per Straight Time-Hour Paid For</u>	
	<u>Per Hour Worked</u>	<u>Per Year</u>	<u>Payroll Taxes</u>	<u>Health & Welfare</u>
1973	\$5.83	\$10,900	\$0.772	\$0.434
1974	6.16	11,434	1.066	0.468
1975	6.77	12,446	1.129	0.520
1976	7.49	13,804	1.318	0.666
1977	8.15	14,802	1.470	0.716
1978	8.85	16,196	1.575	0.781
1979	9.66	17,483	1.751	0.867
1980	10.74	19,802	1.832	0.874
1981	12.07	21,599	2.379	1.324
1982	13.16	23,400	2.665	1.444
1983	14.29	25,829	2.819	1.547

INDEX

1973	100	100	100	100
1974	106	105	138	108
1975	116	114	146	120
1976	128	127	171	153
1977	140	136	190	165
1978	152	149	204	180
1979	166	160	227	200
1980	184	182	237	201
1981	207	198	308	305
1982	226	215	345	333
1983	245	237	365	356

Table II-A-5

RAILROAD RETIREMENT TAX RATES

Effective Date	Tier 1	Tier 2		Earnings Base	
		Employee	Employer	Tier 1	Tier 2
Jan. 1, 1974	5.85%	-	9.50%	\$1,110	\$1,100
Jan. 1, 1975	5.85	-	9.50	1,175	1,175
Jan. 1, 1976	5.85	-	9.50	1,275	1,275
Jan. 1, 1977	5.85	-	9.50	1,375	1,375
Jan. 1, 1978	6.05	-	9.50	1,475	1,475
Jan. 1, 1979	6.13	-	9.50	1,908	1,575
Jan. 1, 1980	6.13	-	9.50	2,158	1,700
Jan. 1, 1981	6.65	-	9.50	2,475	1,850
Oct. 1, 1981	6.65	2.00%	11.75	2,475	1,850
Jan. 1, 1982	6.70	2.00	11.75	2,700	2,025
Jan. 1, 1983	6.70	2.00	11.75	2,975	2,225
Jan. 1, 1984	7.00	2.75	12.75	3,150	2,350
Jan. 1, 1985	7.05	3.50	13.75	-	-
Jan. 1, 1986	7.15	4.25	14.75	-	-
Jan. 1, 1987	7.15	4.25	14.75	-	-

Note: Tier 1 rates are applicable to employers and employees. Employees received a 0.3 percent credit in 1984. Effective in 1985, earnings bases changed from monthly to annual -- \$39,600 (Tier 1) and \$29,700 (Tier II). Bases subsequent to 1985 have not yet been determined.

Source: Source: Railroad Retirement Board.

Table II-A-6

RAILROAD FUEL PRICES

<u>Year</u>	<u>Diesel Fuel Price Per Gallon</u>	
	<u>(Cents)</u>	<u>Index</u>
1973	13.49	100
1974	26.59	197
1975	30.00	222
1976	32.38	240
1977	36.38	270
1978	37.90	281
1979	57.58	427
1980	83.00	615
1981	100.23	743
1982	95.43	707
1983	82.72	613

Table II-A-7

RAILROAD TAXES

(Thousands of Dollars)

Year	Payroll Taxes				Federal Taxes		State, Local & Foreign Taxes	Deferred Taxes	Total
	Railroad Retirement	Supple. Annuity	Hospital Insurance	Unempl. Insurance	Income	Other			
1973	\$573,667	\$81,704	\$52,089	\$97,397	\$130,326	\$394	\$412,099	\$199,433	\$1,547,109
1974	888,542	79,593	52,259	97,829	217,123	(241)	444,685	210,683	1,990,473
1975	858,195	80,974	57,329	92,003	58,122	263	444,999	114,525	1,706,410
1976	958,077	118,146	63,006	123,306	162,956	203	431,413	70,298	1,927,405
1977	1,023,355	124,630	67,460	183,639	60,161	223	428,290	175,814	2,063,574
1978	1,089,064	116,980	81,170	170,485	148,789	1,210	441,826	93,048	2,142,572
1979	1,248,649	124,199	97,828	154,684	144,481	679	429,973	211,336	2,411,829
1980	1,313,118	114,639	102,697	118,416	223,910	1,223	424,488	279,134	2,577,625
1981	1,471,158	126,066	124,444	167,124	(4,505)	2,323	506,896	936,578	3,330,084
1982	1,549,642	128,852	128,054	146,150	(49,567)	1,394	324,406	399,188	2,628,119
1983	1,425,078	123,098	122,945	123,457	(51,832)	909	375,113	894,813	3,013,581

INDEX

1973	100	100	100	100	100	100	100	100	100
1974	155	97	100	100	167	-	108	106	129
1975	150	99	110	94	45	67	108	57	110
1976	167	145	121	127	125	52	105	35	125
1977	178	153	130	189	46	57	104	88	133
1978	190	143	156	175	114	307	107	47	138
1979	218	152	188	159	111	172	104	106	156
1980	229	140	197	122	172	310	103	140	167
1981	256	154	239	172	-	590	123	470	215
1982	270	158	246	150	-	354	79	200	170
1983	248	151	236	127	-	231	91	449	195

II-B BALANCE SHEET/CAPITAL INVESTMENT

Table 11-B-1

RAILROAD PROPERTY INVESTMENT

(Millions of Dollars)

<u>Dec. 31</u>	<u>Investment Property Used in Railroad Service</u>	<u>Working Capital</u>	<u>Gross Investment</u>	<u>Accrued Depreciation & Amortization</u>	<u>Net Investment</u>
1973	\$37,249	\$664	\$37,914	\$9,934	\$27,979
1974	38,153	964	39,117	10,263	28,855
1975	39,230	1,114	40,344	10,605	29,740
1976	34,887	1,167	36,054	9,128	26,926
1977	36,612	1,361	37,973	9,751	28,222
1978	37,317	1,619	38,935	10,141	28,794
1979	38,681	1,816	40,498	10,227	30,271
1980	41,775	2,148	43,923	10,706	33,217
1981	44,175	2,443	46,619	11,622	34,997
1982	45,139	2,171	47,311	12,051	35,261
1983	61,066	1,897	62,963	19,480	43,483

INDEX

1973	100	100	100	100	100
1974	102	145	103	103	103
1975	105	168	106	107	106
1976	94	176	95	92	96
1977	98	205	100	98	101
1978	100	244	103	102	103
1979	104	273	107	103	108
1980	112	323	116	108	119
1981	119	368	123	117	125
1982	121	327	125	121	126
1983	164	286	166	196	155

Note: Prior to 1978, working capital was based on the cash and materials and supplies accounts; since then, Rail Form A has been used.

Table II-B-2

RAILROAD SHAREOWNERS' EQUITY

(Millions of Dollars)

<u>Year</u>	<u>Total</u>	<u>Capital Stock</u>	<u>Capital Surplus</u>	<u>Retained Income</u>
1973	\$16,338	\$4,776	\$3,025	\$8,538
1974	14,945	4,767	3,209	6,969
1975	14,942	4,680	3,336	6,926
1976	15,230	4,158	2,765	8,307
1977	15,727	4,292	3,053	8,382
1978	16,175	4,045	4,244	7,885
1979	17,796	4,289	5,349	8,158
1980	19,860	4,515	6,892	8,453
1981	21,253	4,569	7,092	9,592
1982	21,349	4,558	7,286	9,504
1983	26,461	4,322	6,487	15,653
<u>INDEX</u>				
1973	100	100	100	100
1974	91	100	106	82
1975	91	98	110	81
1976	93	87	91	97
1977	96	90	101	98
1978	99	85	140	92
1979	109	90	177	96
1980	122	95	228	99
1981	130	96	234	112
1982	131	95	241	111
1983	162	90	214	183

Note: The sharp increase in retained earnings in 1983 is attributable to the change in accounting systems.

Table 11-B-3

RAILROAD LONG-TERM DEBT AND INTEREST CHARGES

(Millions of Dollars)

<u>Year</u>	<u>Long-Term Debt Due After One Year</u>	<u>Interest Charges on Funded Debt</u>	<u>Interest Charges as a Percent of Long- Term Debt</u>
1973	\$11,012	\$584	5.3%
1974	11,065	628	5.7
1975	11,347	653	5.8
1976	10,268	641	6.2
1977	11,168	683	6.1
1978	11,413	768	6.7
1979	11,646	818	7.0
1980	12,626	952	7.5
1981	12,376	1,080	8.7
1982	11,712	1,040	8.9
1983	11,069	939	8.5

INDEX

1973	100	100	100
1974	100	108	108
1975	103	112	109
1976	93	110	117
1977	101	117	115
1978	104	132	126
1979	106	140	132
1980	115	163	142
1981	112	185	164
1982	106	178	168
1983	101	161	160

Note: Decline in long-term debt in 1976 was due to Conrail write-offs.

Table II-B-4

RAILROAD EQUIPMENT DEBT AND RATES OF INTEREST

(Millions of Dollars)

<u>Year</u>	<u>Equipment Obligations Outstanding End of Year</u>	<u>Interest Rates on New Equipment Obligations</u>
1973	\$4,596	7.66%
1974	4,725	9.22
1975	5,179	8.26
1976	5,363	8.50
1977	5,674	8.05
1978	5,732	8.90
1979	6,116	9.85
1980	6,694	12.20
1981	6,143	14.80
1982	5,741	14.20
1983	5,131	11.25
<u>INDEX</u>		
1973	100	100
1974	103	120
1975	113	116
1976	117	111
1977	123	105
1978	125	116
1979	133	129
1980	146	159
1981	134	193
1982	125	185
1983	112	147

Table 11-B-5

RAILROAD DIVIDEND APPROPRIATIONS

(Thousands of Dollars)

<u>Year</u>	<u>Cash Dividends</u>		<u>Total</u>
	<u>Common Stock</u>	<u>Preferred Stock</u>	
1973	\$407,761	\$13,229	\$420,990
1974	486,799	23,002	509,801
1975	414,968	19,278	434,246
1976	428,284	15,958	444,242
1977	478,697	18,511	497,208
1978	480,307	22,435	502,742
1979	533,264	29,420	562,684
1980	570,042	40,162	610,204
1981	627,800	34,640	662,440
1982	1,008,899	29,515	1,038,414
1983	1,059,942	24,566	1,084,508

INDEX

1973	100	100	100
1974	119	174	121
1975	102	146	103
1976	105	121	106
1977	117	140	118
1978	118	170	119
1979	131	222	134
1980	140	304	145
1981	154	262	157
1982	247	223	247
1983	260	186	258

Table II-B-6

RAILROAD CAPITAL EXPENDITURES

(Millions of Dollars)

Year	Total Capital Expenditures (million \$s)	Rolling Stock		Roadway & Structures	
		(million \$s)	% of Total	(million \$s)	% of Total
1973	\$1,342	\$893	66.5	\$449	33.5
1974	1,565	1,038	66.3	527	33.7
1975	1,790	1,303	72.8	486	27.2
1976	1,725	1,175	68.1	550	31.9
1977	2,290	1,540	67.2	751	32.8
1978	2,738	1,883	68.8	855	31.2
1979	3,325	2,285	68.7	1,039	31.3
1980	3,621	2,346	64.8	1,275	35.2
1981	2,855	1,521	53.3	1,334	46.7
1982	1,975	713	36.1	1,262	63.9
1983	1,807	451	25.0	1,356	75.0

INDEX

1973	100	100	100	100	100
1974	117	116	100	117	101
1975	133	146	109	108	81
1976	129	132	102	122	95
1977	171	172	101	167	98
1978	204	211	103	190	93
1979	248	256	103	231	93
1980	270	263	97	284	105
1981	213	170	80	297	139
1982	147	80	54	281	191
1983	135	51	38	302	224

Note: Rolling stock includes cars, locomotives and cabooses. Roadway includes terminals, track, bridges and structures, classification yards and port terminals.

Table 11-B-7

COST OF RAILROAD ROLLING STOCK

<u>Year</u>	<u>Average Cost of New Equipment</u>	
	<u>Diesel Locomotives</u>	<u>Freight Train-Cars</u>
1950	\$140,944	\$5,300
1955	167,758	7,839
1960	211,303	11,115
1965	219,984	15,448
1970	240,960	17,163
1975	372,000	27,777
1980	679,000	44,547
1983	685,000	38,191
<u>INDEX</u>		
1950	100	100
1955	119	148
1960	150	210
1965	156	291
1970	171	324
1975	264	524
1980	482	841
1983	486	721

Note: Average Cost is based on weighted average of new units written into account in each respective year.

Table II-3-8

TYPES OF EQUIPMENT FINANCING

	<u>Equipment Trust Certificate-ETC (Philadelphia Plan)</u>	<u>Conditional Sales Agreement-CSA (New York Plan)</u>	<u>Lease Arrangement</u>
HISTORY	Began regular use in 1870. In 1950 adopted universally accepted form.	Popularity began in early 1900's. By 1940 the ICC stopped regulating CSA's.	Started by Equitable Life in 1949. Aided by investment tax credit in 1962. First RR leveraged lease was with Chessie in 1968.
OVERVIEW	Railroad contracts with Trustee (a commercial bank) to buy equipment from manufacturer. Trustee sells ETC's to investment bank with the lowest bid. Investors purchase from investment bank. Trustee issues certificate to investors.	Railroad buys equipment from manufacturer and issues it a CSA. Manufacturer assigns CSA to a Trustee (a commercial bank). Investment bank finds investors for private placement. Trustee issues certificates to investors.	Investor buys equipment from manufacturer. Railroad makes regular payments to investor for use of equipment. Investors make use of investment tax credit, depreciation, and borrowing capacity and rent equipment to railroad. Railroad and investor benefit.
TYPICAL TERMS	Type: Serial Maturity: 15 years Equity Participation: 20% Coupon: every six months Call Provisions: non-callable	Type: Serial Maturity: 15 years Equity Participation: 0 - 20% Coupon: every six months Call Provisions: some have a prepayment provision	Type: Various Term: one day to 20 years Initial Equity: 0% but ownership may transfer
OWNERSHIP INTEREST	Trustee retains security interest and passes title when debt is repaid.	Trustee retains security interest and passes title when debt is repaid.	Varies with lease provisions. Ownership may gradually transfer or railroad may acquire purchase options.
PRIMARY INVESTORS	Insurance companies Institutions Savings & Loans Individuals	Insurance companies Institutions	Individuals Finance companies
REGULATION	Railroad ETC's must be approved by the ICC and competitively bid. (For private car lines, approval not required).	Does not require ICC approval and is privately placed.	None
RAILROAD FINANCIAL BENEFITS	Low cost financing plus investment tax credit and depreciation write-offs.	Low cost financing, no required equity, and investment tax credit and depreciation write-offs.	No investment, limited risk, and possible lower cost. May not require capitalization on balance sheet.
INVESTOR BENEFITS	Higher yield than Treasuries with minimal additional risk. Varying maturities.	Higher yield than ETC's with minimal additional risk. Tailored to investor needs.	Provides tax shelter and leverage.
INVESTOR RISKS	Default: None Liquidity: similar to municipal bonds.	Default: None Liquidity: no active markets.	Many
PROTECTION	Section 77J of Bankruptcy Act; Section 1168 of Bankruptcy Reform Act (10/79); McHaffie Act; and Interstate Commerce Act. Plus underlying equipment value.	Section 77J of Bankruptcy Act; Section 1168 of Bankruptcy Reform Act (10/79); McHaffie Act; and Interstate Commerce Act. Plus underlying equipment value.	Underlying equipment value.

Sources: Railroad Equipment Trust Certificates, Merrill Lynch White Weld.
 Railroad Equipment Obligations, M. D. Rice.
 Railroad Equipment Trust Certificates, Salomon Brothers Inc.
 Railroad Equipment Financing, D. M. Street.

Table 11-B-9

RAILROAD EQUIPMENT LEASES

(Millions of dollars)

<u>Year</u>	<u>Total</u>	<u>Locomotives</u>	<u>Freight Cars</u>
1973	\$331	\$182	\$149
1974	357	192	165
1975	291	75	216
1976	168	92	76
1977	306	175	131
1978	547	273	274
1979	642	448	194
1980	642	264	378
1981	346	46	300
1982	139	54	85
1983	186	85	101

INDEX

1973	100	100	100
1974	108	105	111
1975	88	41	145
1976	51	51	51
1977	92	96	88
1978	165	150	184
1979	194	246	130
1980	194	145	254
1981	105	25	201
1982	42	30	57
1983	56	47	68

Note: Expenditures for leased equipment are estimated on the basis of average per unit costs in each respective year.

II-C FINANCIAL INDICATORS

Table II-C-1

RAILROAD RETURN ON NET INVESTMENT
AND ICC APPROVED COST OF CAPITAL

(Millions of Dollars)

<u>Year</u>	<u>Net Railway Operating Income</u>	<u>Ave. Net Investment Beginning and End of Year</u>	<u>Rate of Return on Net Investment</u>	<u>ICC Approved Cost of Capital</u>
1973	\$650	\$27,979	2.3%	-
1974	768	28,855	2.7	-
1975	351	29,740	1.2	-
1976	452	26,926	1.6	-
1977	343	28,222	1.2	-
1978	427	28,794	1.5	10.6%
1979	837	30,271	2.9	11.7
1980	1,312	33,216	4.1	12.1
1981	1,361	34,997	3.9	16.5
1982	742	35,261	2.1	17.7
1983	1,278	35,110	3.6	15.3

INDEX

1973	100	100	100	-
1974	118	103	117	-
1975	54	106	52	-
1976	70	96	70	-
1977	53	101	52	-
1978	66	103	65	-
1979	129	108	126	-
1980	202	119	178	-
1981	209	125	170	-
1982	114	126	91	-
1983	197	125	157	-

Note: The Interstate Commerce Commission has determined that the criterion for revenue adequacy is a rate of return equal to the cost of capital. The ROI shown above for 1983 is calculated on the basis of the Retirement, Replacement, Betterment Accounting System; on the Depreciation Accounting basis, the 1983 ROI is 3.9 percent.

Table 11-C-2

RAILROAD RETURN ON SHAREHOLDERS' EQUITY

(Millions of Dollars)

<u>Year</u>	<u>Ordinary Income</u>	<u>Shareholders' Equity - Year End</u>	<u>Rate of Return on Equity</u>
1973	\$359	\$16,339	2.2%
1974	730	14,945	4.9
1975	144	14,942	1.0
1976	355	15,230	2.3
1977	326	15,727	2.1
1978	307	16,175	1.9
1979	938	17,796	5.3
1980	1,192	19,860	6.0
1981	2,041	21,253	9.6
1982	1,152	21,349	5.4
1983	1,778	26,461	7.3

INDEX

1973	100	100	100
1974	203	91	223
1975	40	91	45
1976	99	93	105
1977	91	96	95
1978	86	99	86
1979	261	109	241
1980	332	122	273
1981	569	130	436
1982	321	131	245
1983	495	162	332

Note: Return on equity is calculated on basis of average shareholders' equity, beginning and end of year.

Table II-C-3

RETURN ON SHAREHOLDERS' EQUITY:
RAILROADS AND OTHER INDUSTRIES

Rate of Return on Shareholders' Equity

<u>Year</u>	<u>Manufacturing Corporations</u>	<u>Total Leading Corporations</u>	<u>Public Utilities</u>	<u>Total Transportation</u>	<u>Class I Railroads</u> ^{1/}
1975	12.3%	11.1%	10.8%	2.3%	0.8%
1976	15.0	13.3	11.8	6.7	1.8
1977	15.0	14.0	12.1	7.0	1.9
1978	15.9	14.9	12.1	8.2	1.3
1979	18.4	16.3	12.3	7.8	5.5
1980	16.6	15.2	12.8	5.4	6.3
1981	15.7	14.6	13.8	7.2	10.2
1982	11.0	11.4	13.8	3.9	5.6

Note: Data for 1983 are not available.

^{1/} Does not agree with return on equity for each respective year shown in Table II-C-2 which include revisions in base data.

Source: Citibank, Monthly Economic Letter, April of each year.

Table II-C-4

RAILROAD REVENUE MARGIN

<u>Year</u>	<u>Freight Revenue per Ton-Mile (cents)</u>	<u>Freight Operating Expenses per Ton-Mile (cents)</u>	<u>Revenue Margin per Ton-Mile (cents)</u>
1973	1.617	1.557	0.060
1974	1.853	1.774	0.079
1975	2.041	2.015	0.026
1976	2.191	2.153	0.038
1977	2.286	2.270	0.016
1978	2.358	2.360	0.002
1979	2.599	2.530	0.069
1980	2.852	2.979	0.127
1981	3.178	3.019	0.159
1982	3.212	3.179	0.033
1983	3.119	2.889	0.230

INDEX

1973	100	100	100
1974	115	114	132
1975	126	129	43
1976	135	138	63
1977	141	146	27
1978	146	152	3
1979	161	162	115
1980	176	191	212
1981	197	194	265
1982	199	204	55
1983	193	186	383

Table II-C-5

RAILROAD DEBT/CAPITAL RATIO

(Millions of Dollars)

<u>Dec. 31</u>	<u>Long-Term Debt</u>	<u>Total Capital</u>	<u>Debt/ Capital Ratio</u>
1973	\$11,524	\$27,862	.414
1974	11,597	26,542	.437
1975	12,081	27,023	.447
1976	11,007	26,237	.420
1977	11,966	27,693	.432
1978	12,256	28,430	.421
1979	12,639	30,435	.415
1980	13,568	33,428	.406
1981	13,379	35,104	.381
1982	12,723	35,624	.357
1983	13,727	39,929	.344

INDEX

1973	100	100	100
1974	101	95	106
1975	105	97	108
1976	96	94	101
1977	104	99	104
1978	106	102	102
1979	110	109	100
1980	118	120	98
1981	116	126	92
1982	110	128	86
1983	119	143	83

Note: Long-term debt includes debt due in one year.

Table II-C-6

RAILROAD COVERAGE OF FIXED CHARGES

(Millions of Dollars)

<u>Year</u>	<u>Income Available for Fixed Charges Bef. Federal Income Taxes</u>	<u>Fixed and Contingent Charges</u>	<u>Coverage Ratio Bef. Federal Income Taxes</u>
1973	\$1,283	\$594	2.16
1974	1,794	637	2.82
1975	985	668	1.47
1976	1,263	656	1.93
1977	1,265	701	1.80
1978	1,438	802	1.79
1979	2,218	861	2.58
1980	2,930	1,034	2.83
1981	4,147	1,142	3.63
1982	2,465	1,086	2.27
1983	3,608	1,006	3.59
<u>INDEX</u>			
1973	100	100	100
1974	140	107	131
1975	77	112	68
1976	98	110	89
1977	99	118	83
1978	112	135	83
1979	173	145	119
1980	228	174	131
1981	323	192	168
1982	192	183	105
1983	281	169	166

Table II-C-7

RAILROAD WORKING CAPITAL AND CURRENT RATIO

(Millions of Dollars)

<u>Dec. 31</u>	<u>Current Assets</u>	<u>Current Liabilities</u>	<u>Net Working Capital</u>	<u>Current Ratio</u>
1973	\$4,056	\$3,898	\$158	1.04
1974	4,553	4,334	220	1.05
1975	4,641	4,573	68	1.01
1976	5,293	4,950	343	1.07
1977	5,986	5,415	571	1.11
1978	6,874	6,271	603	1.10
1979	7,780	7,225	555	1.08
1980	8,676	7,779	897	1.12
1981	9,665	7,973	1,692	1.21
1982	8,813	7,442	1,372	1.18
1983	8,804	7,479	1,325	1.18

INDEX

1973	100	100	100	100
1974	112	111	139	101
1975	114	117	43	97
1976	130	127	217	103
1977	148	139	361	107
1978	169	161	382	106
1979	192	185	351	104
1980	214	200	568	108
1981	238	205	1071	116
1982	217	191	868	113
1983	217	192	839	113

Table II-C-8

COVERAGE OF RAILROAD NET WORKING CAPITAL

(Millions of Dollars)

<u>Year</u>	<u>Net Working Capital</u>	<u>Operating Costs Per Day</u>	<u>Days of Coverage</u>
1973	\$158	\$36	4
1974	220	41	5
1975	68	49	1
1976	343	55	6
1977	571	60	10
1978	603	61	10
1979	555	63	9
1980	897	69	13
1981	1,692	75	22
1982	1,372	75	18
1983	1,325	74	18

INDEX

1973	100	100	100
1974	139	114	125
1975	43	136	25
1976	217	153	150
1977	361	167	250
1978	382	169	250
1979	351	175	225
1980	568	192	325
1981	1071	208	550
1982	868	208	450
1983	839	206	450

Notes: Operating costs include operating expenses (less depreciation and retirement charges), current taxes and rents.

The increase in net working capital in recent years is due, in part, to a buildup in material and supplies inventories.

Table II-C-9

RAILROAD INVESTMENT TURNOVER

(Millions of Dollars)

<u>Year</u>	<u>Operating Revenues</u>	<u>Net Prop. Investment</u>	<u>Capital Turnover Rate</u>
1973	\$14,770	\$27,979	0.53
1974	16,923	28,855	0.59
1975	16,402	29,740	0.55
1976	18,536	26,926	0.69
1977	20,090	28,222	0.71
1978	21,721	28,794	0.75
1979	25,219	30,271	0.83
1980	28,103	33,217	0.85
1981	30,899	34,997	0.88
1982	27,504	35,260	0.78
1983	26,729	43,483	0.61

INDEX

1973	100	100	100
1974	115	103	111
1975	111	106	104
1976	125	96	130
1977	136	101	134
1978	147	103	142
1979	171	108	157
1980	190	119	160
1981	209	125	166
1982	186	126	147
1983	181	155	115

Table 11-C-10

RAILROAD CASH FLOW

(Millions of Dollars)

<u>Year</u>	<u>Net Ordinary Income</u>	<u>Deprec- iation</u>	<u>Def. Taxes</u>	<u>Cash Flow</u>	<u>Capital Expendi- tures</u>	<u>Cash Flow Ratio</u>
1973	\$359	\$806	\$199	\$1,364	\$1,342	1.02
1974	730	819	211	1,760	1,565	1.13
1975	144	854	115	1,113	1,790	.62
1976	355	837	70	1,262	1,725	.73
1977	326	877	176	1,379	2,290	.60
1978	307	975	93	1,375	2,738	.50
1979	938	1,020	211	2,169	3,325	.65
1980	1,191	1,149	279	2,619	3,621	.72
1981	2,041	1,218	937	4,196	2,855	1.47
1982	1,152	1,244	399	2,795	1,975	1.42
1983	1,778	1,834	895	4,507	1,807	2.49

INDEX

1973	100	100	100	100	100	100
1974	203	102	106	129	117	111
1975	40	106	58	82	133	61
1976	99	104	35	93	129	72
1977	91	109	88	101	171	59
1978	86	121	47	101	204	49
1979	261	127	106	159	248	64
1980	332	143	140	192	270	71
1981	569	151	471	308	213	145
1982	321	154	201	205	147	139
1983	495	228	450	330	135	245

Table II-C-11

RAILROAD STOCK MARKET PERFORMANCE

<u>Company</u>		<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
Burlington Northern, Inc. (NYSE-BNI)	Avg. Dividend Yield	3.9%	2.7%	2.7%	3.2%	7.6%
	Earnings/Share (\$)	\$3.53	\$5.00	\$4.54	\$5.19	\$5.40
	Avg. P/E Ratio	3.9	5.6	8.0	10.4	7.9
CSX Corporation (NYSE-CSX)	Avg. Dividend Yield	8.0%	7.0%	5.2%	6.1%	4.4%
	Earnings/Share (\$)	\$2.81	\$2.90	\$3.73	\$3.30	\$2.07
	Avg. P/E Ratio	4.8	5.0	5.8	8.6	10.8
Chicago & Northwestern Transportation Co. (NYSE-CNW)	Avg. Dividend Yield	—	—	—	—	—
	Earnings/Share (\$)	\$.48	\$3.62	\$4.65	(\$1.06)	\$2.28
	Avg. P/E Ratio	28.4	3.7	7.8	—	16.9
Florida East Coast Industries (NYSE-FLA)	Avg. Dividend Yield	—	.7%	.5%	.6%	.7%
	Earnings/Share (\$)	\$3.85	\$2.30	\$1.82	\$1.59	\$4.70
	Avg. P/E Ratio	3.4	7.5	17.5	12.7	6.6
IC Industries, Inc. (NYSE-ICK)	Avg. Dividend Yield	6.9%	7.3%	6.4%	7.4%	5.5%
	Earnings/Share (\$)	\$7.43	\$4.97	\$5.52	\$2.10	\$4.27
	Avg. P/E Ratio	5.0	4.4	5.1	8.7	11.6
Kansas City Southern Industries, Inc. (NYSE-KSU)	Avg. Dividend Yield	3.9%	3.3%	2.9%	2.6%	1.5%
	Earnings/Share (\$)	\$3.03	\$3.66	\$4.58	\$3.99	\$4.11
	Avg. P/E Ratio	5.1	6.0	6.8	10.1	15.2
Norfolk Southern Corporation (NYSE-NSC)	Avg. Dividend Yield	7.6%	6.2%	5.6%	5.4%	4.7%
	Earnings/Share (\$)	\$7.00	\$7.86	\$9.20	\$7.37	\$5.67
	Avg. P/E Ratio	3.9	4.8	5.2	7.6	10.5
Rio Grande Industries (NYSE-RGI)	Avg. Dividend Yield	3.1%	2.2%	2.5%	3.9%	3.1%
	Earnings/Share (\$)	\$4.91	\$4.35	\$5.20	\$3.10	\$1.95
	Avg. P/E Ratio	4.3	6.4	5.9	11.1	26.4
Santa Fe Southern Pacific Corp. (NYSE-SFX)	Avg. Dividend Yield	5.8%	4.0%	3.8%	5.6%	2.7%
	Earnings/Share (\$)	\$2.75	\$2.91	\$2.69	\$1.87	\$3.93
	Avg. P/E Ratio	5.3	6.4	9.6	8.6	13.1
Soo Line Railroad Co. (NYSE-SOO)	Avg. Dividend Yield	9.6%	9.1%	8.5%	9.1%	5.9%
	Earnings/Share (\$)	\$4.19	\$5.29	\$6.14	\$2.14	\$1.80
	Avg. P/E Ratio	5.2	5.2	5.8	13.1	18.5
Union Pacific Corp. (NYSE-UNP)	Avg. Dividend Yield	3.7%	2.8%	2.8%	4.6%	3.4%
	Earnings/Share (\$)	\$4.27	\$4.51	\$4.71	\$3.70	\$3.57
	Avg. P/E Ratio	8.3	12.3	13.9	13.4	14.9

Note: Earnings/Share adjusted to reflect change to Ratable Depreciation Accounting.

Sources: Avg. Dividend Yield — Value Line
 Earnings/Share (\$) — Shareholders' Reports
 Avg. P/E Ratio — Value Line

Table II-C-12

RAILROAD BOND RATINGS

<u>Class I Railroads</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Aug. 1984</u>
Atchison, Topeka & Santa Fe	AA	AA	AA	AA	AA	AA	AA	AA	AA
Baltimore & Ohio RR	BB	BB	BB	BBB	BBB	BBB	BBB	A+	A+
Boston & Maine Corp.	DD	D ^{1/}	D	D	D	D	D	D	D
Burlington Northern	A	A	A	A	A	A	A	A	AA
Chesapeake & Ohio Ry.	A	A	A	A	A	A	A	A+	A+
Chicago & North Western	B	B	B	B	B	B	B	B	BB
Chicago, Milwaukee, St. Paul & Pacific	B	B	D	D	D	D	D	D	D
Chicago, Rock Island & Pacific	DDD	D ^{1/}	D	D	D	D	D	D	D
Denver & Rio Grande Western	BBB	BBB	BBB	BBB	BBB	BBB	BBB	NR	NR
Florida East Coast Ry.	BB	BB	BB	BB	BB	BB	BB	A	A
Illinois Central Gulf	A	BBB	BBB	BBB	BB	BB	BB	BB	BB
Kansas City Southern	A	A	A	A	A	A	A	A	A
Missouri-Kansas-Texas	B	B	B	B	B	B	B	B	B
Missouri Pacific	BBB	BBB	A-	A-	A-	A-	A-	AA	AA
Norfolk & Western	AA	AA	AA	AA	AA	AA	AA	AA	AA
St. Louis-Southwestern	AA	AA	AA	AA	AA	AA	AA	AA	AA
Seaboard Coast Line	A	A	A	A	A	A	A	A	A
Soo Line ^{2/}	BBB	BBB	BBB	BBB	A	AA	AA	AA	AA
Southern Pacific	A	A	A	A	A	A	BBB	BBB	BBB
Southern Railway	A+	A+	A+	A+	AA	AA	AA	AA	AA
Union Pacific RR	AA	AA	AA	AA	AA	AA	AA	AA	AA
Western Pacific RR	BB	BB	BB	BB	BB	BB	BB	AA	AA

^{1/}Consolidation of bankrupt issues into one category.

^{2/}Wisconsin Central first mortgage.

NR = No Rating

Source: Standard & Poor's Bond Guide

III. OPERATING STATISTICS

III-A PLANT AND EQUIPMENT

Table III-A-1

MILES OF RAILROAD LINE AND EQUIPMENT OWNED

<u>Year</u>	<u>Miles of Railroad Line Owned</u>	<u>Number of Locomotives in Service</u>	<u>Number of Freight Cars in Service</u>
1973	192,813	27,790	1,710,659
1974	192,991	28,084	1,720,573
1975	191,520	28,210	1,723,605
1976	185,395	27,612	1,699,027
1977	182,380	27,667	1,666,533
1978	175,912	27,400	1,652,774
1979	169,927	28,097	1,700,310
1980	164,822	28,396	1,710,827
1981	162,160	27,808	1,672,565
1982	159,123	27,073	1,587,537
1983	155,879	25,838	1,542,278

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1973	100	100	100
1974	100	101	101
1975	99	102	101
1976	96	99	99
1977	95	100	97
1978	91	99	97
1979	88	101	99
1980	85	102	100
1981	84	100	98
1982	83	97	93
1983	81	93	90

Notes: Number of locomotives includes units owned by Amtrak for all years and by Auto-Train for years 1973-1977.

Number of freight cars includes equipment owned by all railroads and by car companies and shippers.

Table 111-A-2

RAILROAD MILEAGE OWNED; RAIL AND CROSSTIES INSTALLED

<u>Year</u>	<u>Miles of Railroad Line Owned</u>	<u>Tons of Rail Laid</u>		<u>Crossties Installed (thousands)</u>
		<u>New</u>	<u>Secondhand</u>	
1973	192,813	698,506	830,650	19,893
1974	192,991	708,362	900,370	21,175
1975	191,520	537,537	705,786	20,548
1976	185,395	802,441	926,532	27,002
1977	182,380	952,144	1,127,511	27,270
1978	175,912	838,714	983,079	27,228
1979	169,927	1,064,827	915,216	26,667
1980	164,822	881,783	920,112	25,984
1981	162,160	800,340	972,199	26,529
1982	159,123	502,718	1,018,212	20,726
1983	155,879	538,597	785,606	22,132

INDEX

1973	100	100	100	100
1974	100	101	108	106
1975	99	77	85	103
1976	96	115	112	136
1977	95	136	136	137
1978	91	120	118	137
1979	88	152	110	134
1980	85	126	111	131
1981	84	115	117	133
1982	83	72	123	104
1983	81	77	95	111

Table III-A-3

WEIGHT OF RAIL

<u>Pounds per Yard</u>	<u>Miles</u>	<u>Percent of Total Miles</u>	<u>Cumulative Percent</u>
150-159	718.20	0.42	0.42
140-149	3,863.48	2.25	2.67
130-139	64,466.35	37.53	40.20
120-129	6,049.49	3.52	43.72
110-119	45,849.28	26.69	70.41
100-109	13,532.94	7.88	78.29
90-99	17,721.21	10.31	88.60
0-89	19,591.91	11.40	100.00
Total	171,792.86	100.00	-

Note: The average weight of all rail in place
in 1983 was about 117 pounds per yard.

Table III-A-4

LOCOMOTIVES AND FREIGHT CARS INSTALLED

<u>Year</u>	<u>Locomotives Installed</u>	<u>Frt. Cars Installed</u>
1973	1,339	59,170
1974	1,282	67,409
1975	810	73,992
1976	509	55,630
1977	992	53,817
1978	1,368	70,458
1979	1,978	96,532
1980	1,666	86,628
1981	686	45,925
1982	501	18,736
1983	343	5,872

INDEX

1973	100	100
1974	96	114
1975	60	125
1976	38	94
1977	74	91
1978	102	119
1979	148	163
1980	124	146
1981	51	78
1982	37	32
1983	26	10

Notes: Locomotive installations include Amtrak for all years and Auto-Train for years 1973-1977.

Freight car installations include additions by all railroads and by car companies and shippers. (Compiled in part from data of American Railway Car Institute).

Table III-A-5

INSTALLATION OF LEASED LOCOMOTIVES AND FREIGHT CARS

<u>Year</u>	<u>Locomotives</u>	<u>Freight Cars</u>
1973	585	7,903
1974	568	7,591
1975	202	7,768
1976	217	2,712
1977	392	4,210
1978	466	4,920
1979	733	8,479
1980	389	8,336
1981	58	7,198
1982	67	2,289
1983	125	2,649

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1973	100	100
1974	97	96
1975	35	98
1976	37	34
1977	67	53
1978	80	62
1979	125	107
1980	66	105
1981	10	91
1982	11	29
1983	21	34

Table III-A-6

AGE OF LOCOMOTIVES AND FREIGHT CARS

Age Distribution of Diesel Locomotive Fleet - January 1, 1984

<u>Date Built</u>	<u>Number of Units in Age Bracket</u>	<u>Percentage of Units in Age Bracket</u>
Jan. 1, 1980-Dec. 31, 1983	2,761	10.7%
Jan. 1, 1975-Dec. 31, 1979	5,011	19.4
Jan. 1, 1970-Dec. 31, 1974	5,352	20.7
Jan. 1, 1965-Dec. 31, 1969	4,525	17.5
Jan. 1, 1960-Dec. 31, 1964	2,097	8.1
Before Jan. 1, 1960	6,092	23.6
TOTAL	25,838	100.0

Age Distribution of Railroad-Owned Freight Cars - January 1, 1984

<u>Car Age (years)</u>	<u>Number of Cars in Age Bracket (thousands)</u>	<u>Percent of Cars in Age Bracket</u>
0-10	316	30.3%
11-20	450	43.1
21-30	201	19.3
31-40	66	6.3
Over 40	11	1.0
Total	1,044	100.0%

Note: Data shown above are from different sources than ownership figures shown elsewhere in this publication. Therefore, totals will not agree.

Table III-A-7

THE LOCOMOTIVE FLEET BY TYPE OF UNIT

Year	Locomotives in Service			
	Total	Diesel	Electric	Other
1973	27,790	27,540	238	12
1974	28,084	27,857	215	12
1975	28,210	27,985	213	12
1976	27,612	27,383	217	12
1977	27,667	27,450	205	12
1978	27,400	27,184	204	12
1979	28,097	27,922	163	12
1980	28,396	28,243	141	12
1981	27,808	27,732	74	2
1982	27,073	27,000	71	2
1983	25,838	25,775	61	2

INDEX

1973	100	100	100	100
1974	101	101	90	100
1975	102	102	89	100
1976	99	99	91	100
1977	100	100	86	100
1978	99	99	86	100
1979	101	101	68	100
1980	102	103	59	100
1981	100	101	31	17
1982	97	98	30	17
1983	93	94	26	17

Note: Includes Amtrak locomotives for all years,
Auto-Train for years 1973-1977.

Table III-A-8

HORSEPOWER OF THE DIESEL LOCOMOTIVE FLEET

<u>Year</u>	<u>Units in Service</u>	<u>Average HP Per Unit</u>	<u>Aggregate Horsepower (millions)</u>
1973	27,540	2,058	56.7
1974	27,857	2,094	58.3
1975	27,985	2,121	59.4
1976	27,383	2,071	56.7
1977	27,450	2,167	59.5
1978	27,184	2,140	58.2
1979	27,922	2,188	61.1
1980	28,243	2,302	65.0
1981	27,732	2,327	64.5
1982	27,000	2,340	63.2
1983	25,775	2,380	60.6

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1973	100	100	100
1974	101	102	103
1975	102	103	105
1976	99	101	100
1977	100	105	105
1978	99	104	103
1979	101	106	108
1980	103	112	115
1981	101	113	114
1982	98	114	111
1983	94	116	107

Note: Includes Amtrak for all years, Auto-Train for years 1973-1977.

Table III-A-9

THE FREIGHT CAR FLEET

Freight Cars in Service

<u>Year</u>	<u>Total</u>	<u>Class I Railroads</u>	<u>Other Railroads</u>	<u>Car Companies and Shippers</u>
1973	1,710,659	1,395,105	23,114	292,440
1974	1,720,573	1,375,265	25,977	319,331
1975	1,723,605	1,359,459	29,407	334,739
1976	1,699,027	1,331,705	34,452	332,870
1977	1,666,533	1,287,315	40,378	338,840
1978	1,652,774	1,226,500	68,881	357,393
1979	1,700,310	1,217,079	91,427	391,804
1980	1,710,827	1,168,114	102,161	440,552
1981	1,672,565	1,111,115	101,091	460,359
1982	1,587,537	1,039,016	91,452	457,069
1983	1,542,278	1,007,165	91,395	443,718

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1973	100	100	100	100
1974	101	99	112	109
1975	101	97	127	114
1976	99	95	149	114
1977	97	92	175	116
1978	97	88	298	122
1979	99	87	396	134
1980	100	84	442	151
1981	98	80	437	157
1982	93	74	396	156
1983	90	72	395	152

Table III-A-10

FREIGHT CARS IN SERVICE BY CAR TYPE

Revenue Freight Cars In Service - All Railroads and Private Car Lines

Dec. 31	Plain		Equipped		Gondola	Hopper	Covered Hopper	Flat	Refrigerator	Tank	Other
	Box		Box								
1969	394 005		162 154		198 448	403 603	161 022	122 241	115 844	180 761	51 550
1970	375 668		171 237		196 231	399 498	170 742	128 359	116 026	174 749	49 512
1971	357 777		176 644		190 758	396 888	179 875	128 161	111 647	169 923	46 294
1972	340 163		181 131		188 713	383 242	186 219	125 554	107 023	162 350	42 542
1973	333 607		178 329		187 347	365 333	204 926	132 222	104 721	165 309	38 865
1974	328 028		178 169		186 720	356 626	219 362	139 186	104 024	169 237	39 221
1975	321 480		173 679		186 773	363 186	228 265	141 316	100 815	170 876	37 215
1976	302 899		171 054		185 776	365 526	230 069	141 781	98 017	168 018	35 887
1977	280 367		170 412		179 475	359 168	235 829	142 811	93 823	169 745	34 903
1978	262 986		172 685		175 777	354 086	246 087	146 402	87 601	174 170	32 980
1979	274 002		179 217		178 979	356 504	268 919	151 377	81 266	178 069	31 977
1980	251 420		179 944		184 875	347 867	299 986	152 661	79 370	183 989	30 715
1981	222 747		172 428		183 692	339 435	311 378	148 724	73 452	190 662	30 047
1982	190 620		162 349		176 931	325 642	306 222	144 508	68 043	185 838	27 384
1983	178 465		157 291		171 554	315 805	303 172	142 291	63 705	183 730	26 265

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1969	100	100	100	100	100	100	100	100	100	100	100
1970	95	106	106	99	99	99	106	105	100	97	96
1971	91	109	109	96	96	98	112	105	100	94	90
1972	86	112	112	95	95	95	116	103	96	90	83
1973	85	110	110	94	94	91	127	108	90	91	75
1974	83	110	110	94	94	88	136	114	90	94	76
1975	82	107	107	94	94	90	142	116	87	94	72
1976	77	105	105	94	94	91	143	116	85	93	70
1977	71	105	105	90	90	89	146	117	91	94	68
1978	67	106	106	89	89	88	153	120	76	96	64
1979	70	111	111	90	90	88	167	124	70	99	62
1980	64	111	111	93	93	86	186	125	69	102	60
1981	57	106	106	93	93	84	193	122	63	105	58
1982	48	100	100	89	89	81	190	118	59	103	53
1983	45	97	97	86	86	78	188	116	55	102	51

Table III-A-11

FREIGHT CAR DELIVERIES BY CAR TYPE

<u>Car Types</u>	<u>Freight Car Deliveries</u>					
	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
Boxcars	19 594	32 190	14 239	1 571	-	150
Flatcars	5 816	7 518	5 817	1 449	338	880
Gondolas	4 451	6 440	12 894	6 882	2 851	405
Open top hoppers	14 835	13 711	10 091	6 766	3 958	824
Covered hoppers	14 060	22 215	26 731	17 414	5 477	745
Refrigerators	500	540	992	460	150	—
Tank cars	8 489	9 884	10 942	8 577	4 046	2 740
Others	<u>1 379</u>	<u>3 152</u>	<u>3 759</u>	<u>1 706</u>	<u>416</u>	<u>28</u>
Total New	69 124	95 650	85 465	44 825	17 236	5 772
Rebuilt	<u>1 334</u>	<u>882</u>	<u>1 163</u>	<u>1 100</u>	<u>1 500</u>	<u>100</u>
	70 458	96 532	86 628	45 925	18 736	5 872

Note: Data compiled, in part, from information furnished by American Railway Car Institute.

Table III-A-12

CAPACITY OF THE FREIGHT CAR FLEET

<u>Year</u>	<u>No. of Freight Cars (millions)</u>	<u>Average Capacity Per Car (Tons)</u>	<u>Total Capacity (million tons)</u>
1973	1.71	70.5	121
1974	1.72	71.6	123
1975	1.72	72.9	125
1976	1.70	73.8	125
1977	1.67	75.5	126
1978	1.65	76.9	129
1979	1.70	77.7	132
1980	1.71	78.5	134
1981	1.67	80.5	134
1982	1.59	81.6	130
1983	1.54	82.4	127

INDEX

1973	100	100	100
1974	101	102	102
1975	101	103	103
1976	99	105	103
1977	98	107	104
1978	96	109	107
1979	99	110	109
1980	100	111	111
1981	98	114	111
1982	93	116	107
1983	90	117	105

Table III-A-13
FREIGHT CAR SERVICE LIFE AND SALVAGE VALUE

<u>Description</u>	<u>Service Life</u>	<u>Salvage (%)</u>	<u>Annual Rate (%)</u>
Plain Box Cars - 40'	24	22½	3.25½
Plain Box Cars - 50 and long Box Cars	25	19	3.24
Equipped Box Cars	26	17	3.19
Plain Gondola Cars	27	22	2.89
Equipped Gondola Cars	34	14	2.53
Covered Hopper Cars	29	17	2.86
Open Top Hopper Cars General Service	23	23	3.35
Open Top Hopper Cars Special Service	38	23	2.03
Refrigerator Cars - Non-mechanical	25	11	3.56
Refrigerator cars Mechanical	26	12	3.38
Flat Cars - TOFC/COFC	29	18	2.83
Flat Cars - Multi-level	25	11	3.56
Flat Cars - General Service	33	22	2.36
Flat Cars - Other	37	18	2.22
All Other Freight Cars (Excl. Cabooses)	30	17	2.77

Source: Interstate Commerce Commission, Ex Parte 334 (Decision August 1, 1977).

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III-B EMPLOYMENT

Table III-B-1

RAILROAD EMPLOYEES AND COMPENSATION

<u>Year</u>	<u>Number of Employees</u>	<u>Total Wages (mill.)</u>	<u>Average Annual Earnings Per Enpl</u>	<u>Payroll Taxes (mill.)</u>	<u>Health & Welfare Benefits, Pensions (mill.)</u>	<u>Total Comp. (mill.)</u>	<u>Average Annual Comp. Per Enpl.</u>
1973	520,153	\$7,088	\$13,627	\$805	\$453	\$8,346	\$16,045
1974	525,177	7,476	14,235	1,118	491	9,085	17,299
1975	487,789	7,475	15,324	1,089	501	9,065	18,584
1976	482,882	8,278	17,144	1,263	642	10,183	21,088
1977	482,731	8,939	18,518	1,399	681	11,019	22,824
1978	471,516	9,701	20,573	1,458	722	11,881	25,197
1979	482,962	10,904	22,585	1,625	757	13,286	27,509
1980	458,994	11,318	24,659	1,649	797	13,764	29,987
1981	436,397	11,651	26,698	1,889	1,050	14,590	33,432
1982	378,906	11,010	29,087	1,953	1,058	14,021	37,004
1983	322,030	10,345	32,125	1,795	988	13,128	40,766

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1973	100	100	100	100	100	100	100
1974	101	105	105	105	108	109	108
1975	94	105	105	105	111	109	116
1976	93	117	117	117	142	122	131
1977	93	126	126	126	150	132	142
1978	91	137	137	137	159	142	157
1979	93	154	154	154	167	159	171
1980	88	160	160	160	176	165	187
1981	84	164	164	164	232	175	208
1982	73	155	155	155	234	168	231
1983	62	146	146	146	218	157	254

Table III-B-2

RAILROAD EMPLOYMENT BY CLASSES

<u>Year</u>	<u>Total</u>	<u>Executives Officials Staff Asst</u>	<u>Professional Clerical & General</u>	<u>Maint. of Way and Structure</u>	<u>Maint. of Equip.</u>	<u>Transp. Other Than Train & Engine</u>	<u>Transp: Train & Engine</u>
1973	520,153	16,849	108,349	82,062	111,208	41,505	160,180
1974	525,177	17,038	107,989	84,428	114,582	38,574	160,566
1975	487,789	16,704	102,645	81,507	104,578	35,790	146,565
1976	482,882	16,105	99,312	86,901	102,996	34,130	143,438
1977	482,731	16,287	97,589	88,861	104,284	32,595	143,115
1978	471,516	16,491	94,474	86,233	102,406	30,692	141,220
1979	482,962	17,295	95,606	89,152	106,716	30,576	143,617
1980	458,994	17,328	92,780	84,390	99,614	29,141	135,741
1981	436,397	17,550	88,738	82,725	92,668	27,432	127,284
1982	378,906	16,845	80,044	72,699	75,004	24,971	109,323
1983	322,030	14,511	68,486	64,172	58,461	21,232	95,168

INDEX

1973	100	100	100	100	100	100	100
1974	101	101	100	105	103	93	100
1975	94	99	95	99	94	86	92
1976	93	96	92	106	93	82	90
1977	93	97	90	108	94	79	89
1978	91	98	87	105	92	74	88
1979	93	103	88	109	96	74	90
1980	88	103	86	103	90	70	85
1981	84	104	82	101	83	66	79
1982	73	100	74	89	67	60	68
1983	62	86	63	78	53	51	59

Table III-B-3

SEASONALITY OF RAILROAD EMPLOYMENT

<u>Year</u>	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>
1973	100	100	101	101	103	104	104	104	103	103	103	102
1974	100	100	101	101	103	104	104	104	103	104	104	101
1975	100	97	96	96	97	96	96	96	95	95	95	94
1976	100	100	100	101	102	104	104	104	105	105	104	103
1977	100	99	100	101	103	104	105	104	104	103	102	100
1978	100	99	100	103	105	107	107	104	104	108	108	107
1979	100	100	100	101	104	105	105	106	106	105	104	101
1980	100	99	99	101	101	100	99	99	98	99	98	96
1981	100	100	100	101	101	100	101	101	100	99	97	94
1982	100	97	96	97	99	99	97	95	94	92	90	87
1983	100	99	100	102	103	104	105	104	104	102	101	100
Simple Average	100	99	99	100	102	102	102	102	101	101	101	99

Table III-B-4

AVERAGE NUMBER OF RAILROAD EMPLOYEES

(Based on 1984 Class I Railroad Systems, Excluding Amtrak)^{1/}

Railroad Systems	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
CSX Corporation	70 163	77 764	73 180	71 801	72 021	71 742	73 612	71 681	70 333	64 350	57 180
Burlington Northern Inc.	94 062	95 184	91 965	93 987	95 308	95 757	99 631	98 964	95 347	46 015	40 911
Union Pacific Corporation	90 244	91 482	47 051	48 059	47 297	48 014	51 649	50 926	49 713	42 856	40 527
Conrail	102 299	102 178	98 387	96 860	94 605	91 318	87 511	79 574	70 264	57 704	39 820
Norfolk Southern Corporation	48 755	48 999	45 476	45 234	45 255	40 251	44 931	43 339	41 704	39 023	35 210
Southern Pacific Transp. Co.	44 983	43 884	38 697	38 259	38 409	38 843	40 126	39 551	38 561	33 720	30 733
Atchafalaya, Topeka & Santa Fe	34 192	35 215	31 681	31 319	32 235	33 299	33 975	34 423	33 605	28 401	26 037
Chicago & North Western	13 685	14 250	13 215	13 233	13 037	13 523	13 268	14 095	14 345	11 757	10 929
Illinois Central Gulf	18 588	18 610	17 081	16 722	17 163	17 094	17 391	16 682	15 870	13 675	10 414
Chicago, Milw., St. Paul & Pacific	13 533	13 595	12 342	11 876	11 445	10 853	10 522	8 443	7 489	5 744	4 731
Grand Trunk Western	5 365	5 036	5 659	5 679	5 910	5 942	5 861	5 652	5 302	4 879	4 389
Gulfport Transportation Industry	5 302	5 258	4 939	5 112	5 224	5 016	5 229	5 154	4 784	4 489	4 060
San Line	5 111	5 164	4 470	4 472	4 582	4 688	4 684	4 568	4 304	3 793	3 641
Denver & Rio Grande Western	3 401	3 537	3 451	3 481	3 430	3 525	3 780	3 800	3 652	3 282	3 035
Kansas City Southern	3 109	3 236	3 139	3 110	3 082	3 101	3 234	3 209	3 166	2 937	2 622
Missouri-Kansas-Texas	2 637	2 491	2 292	2 363	2 398	2 440	2 553	2 740	2 945	2 499	2 295
Elgin, Joliet & Eastern ^{2/}	3 060	3 366	3 396	3 211	3 162	3 082	3 253	2 814	2 409	1 910	1 619
Pittsburgh & Lake Erie	2 348	2 377	2 295	2 217	2 203	2 122	2 135	2 069	1 933	1 828	1 112
Florida East Coast	1 071	1 201	977	997	1 030	1 054	1 071	1 136	1 195	1 105	1 024
Buluth, Missabe & Iron Range ^{2/}	1 623	1 918	1 843	1 758	1 520	1 672	1 721	1 621	1 451	1 148	1 020
Bessemer & Lake Erie ^{2/}	1 984	1 554	1 597	1 561	1 455	1 338	1 440	1 234	1 212	961	720
TOTALS	493 705	497 299	463 103	461 011	460 771	456 642	467 577	451 475	429 384	371 776	322 029

^{1/}Consist of roads for all years includes only those Class I railroads and predecessor railroads which are included in 1984 Class I systems. Therefore, totals will not agree with total employees shown elsewhere in this publication.

^{2/}U.S. Steel Railroads.

Table III-B-5

RAILROAD EMPLOYEE HOURS PAID FOR AND HOURS WORKED

Year	Number of Employees	Employee Hours Paid For		Employee Hours Worked	
		(Thousands)	Per Empl	(Thousands)	Per Empl
1973	520,153	1,279,030	2,459	1,041,214	2,002
1974	525,177	1,279,946	2,437	1,042,119	1,984
1975	487,789	1,169,489	2,398	947,279	1,942
1976	482,882	1,167,624	2,418	948,733	1,965
1977	482,731	1,167,690	2,419	940,426	1,948
1978	471,516	1,150,336	2,440	933,806	1,980
1979	482,962	1,182,088	2,448	957,809	1,983
1980	458,994	1,108,185	2,414	892,717	1,945
1981	436,397	1,045,944	2,397	837,553	1,919
1982	378,906	898,991	2,373	708,221	1,869
1983	322,030	778,431	2,417	610,039	1,894

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1973	100	100	100	100	100
1974	101	100	99	100	99
1975	94	91	98	91	97
1976	93	91	98	91	98
1977	93	91	98	90	97
1978	91	90	99	90	99
1979	93	92	100	92	99
1980	88	87	98	86	97
1981	84	82	97	80	96
1982	73	70	96	68	93
1983	62	61	98	59	95

Table III-B-6

RAILWAY EMPLOYEE RATIOS

Year	Freight Revenue Ton-Miles Per		Empls. Per Mile of Road Operated	Empl. Hours Per Mile of Road Operated	Labor Costs As A Percentage of Total Expenses
	Empl. (mill).	Empl. Hour Paid For			
1973	1.7	696	2.2	5,431	56.5
1974	1.7	695	2.2	5,396	53.9
1975	1.6	676	2.1	4,926	54.3
1976	1.7	712	2.1	5,087	53.9
1977	1.8	738	2.1	5,090	53.6
1978	1.9	775	2.1	5,158	53.5
1979	2.0	792	2.2	5,476	51.5
1980	2.1	862	2.2	5,329	49.2
1981	2.2	906	2.1	5,074	47.4
1982	2.2	927	1.9	4,446	45.4
1983	2.6	1,073	1.9	4,546	47.2

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1973	100	100	100	100	100
1974	100	100	100	99	95
1975	94	97	95	91	96
1976	100	102	95	94	95
1977	106	106	95	94	95
1978	112	111	95	95	95
1979	118	114	100	101	91
1980	124	124	100	98	87
1981	129	130	95	93	84
1982	129	133	86	82	80
1983	153	154	86	84	84

Notes:

1. Freight service employment estimated on basis of ratio of freight operating expenses to total operating expenses.
2. Labor costs include compensation, payroll taxes, health & welfare and pensions; total expenses include operating expenses and taxes.

Table III-B-7

RAILROAD EMPLOYEE UNIONS

Employee Classification	BRAC	BME	IBEW	IBBB	DKC	IAH	SMW	IBFAO	BRS	HRE	RYA	ATDA	UTU	BLE
Clerks, Station & Tel. Employees	X													
Maintenance of Way Employees		X												
Linenmen & Groundmen			X											
Blacksmiths & Boilermakers				X										
Carmen					X									
Electrical Workers			X											
Machinists						X								
Sheet Metal Workers							X							
Skilled Trades Helpers,														
Helper Apprentices &														
Regular Apprentices			X	X		X	X							
(ME & Stores)					X									
Coach Cleaners														
Stationery Engine &														
Boiler Room Employees,								X						
Shop & Roundhouse Laborers, Etc.														
Signalmen, Assistants & Helpers,									X					
Signal Maintainers, Assistants														
& Helpers & Gang Foremen										X				
Dining Car Employees														
Yardmasters & Assistants											X			
Train Dispatchers & Asst.														
Chief Dispatchers														
Road Passenger Conductors &														
Assts., Baggage-men, Brakemen &													X	
Firemen & Helpers														
Road Passenger Engineers &														
Motormen														
Road Freight Conductors &													X	
Brakemen														
Road Freight Engineers														X
Road Freight Firemen													X	
Yard Engineers & Motormen														X
All Other Yard Service Employees													X	

Note: Three unions account for 60.3 percent of total employees, UTU - 24.4%; BRAC - 20.7%; and BME - 15.2%.

Source: National Railway Labor Conference.

Legend:

BRAC - Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees.

BME - Brotherhood of Maintenance of Way Employees

IBEW - International Brotherhood of Electrical Workers

IBBB - International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers

BRC - Brotherhood of Railway Carmen of United States and Canada

IAH - International Association of Machinists and Aerospace Workers

SMW - Sheet Metal Workers' International Association

IBFAO - International Brotherhood of Firemen and Oilers

BKS - Brotherhood of Railroad Signalmen

HRE - Hotel and Restaurant Employees and Bartenders' International Union

RYA - Railroad Yardmasters of America

ATDA - American Train Dispatchers' Association

UTU - United Transportation Union

BLE - Brotherhood of Locomotive Engineers

(Marine employees belong to various marine unions not listed above.)

III-C TRAFFIC

Table III-C-1

RAILROAD FREIGHT TRAFFIC

<u>Year</u>	<u>Carloadings (Thousands)</u>	<u>Tons (Millions)</u>	<u>Ton-Miles (Billions)</u>
1973	27,338	1,532	852
1974	26,184	1,530	851
1975	23,217	1,395	754
1976	23,457	1,407	794
1977	23,173	1,394	826
1978	23,355	1,390	858
1979	23,892	1,502	914
1980	22,598	1,492	919
1981	21,612	1,453	910
1982	18,498	1,269	798
1983	18,800	1,293	828

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1973	100	100	100
1974	96	100	100
1975	85	91	88
1976	86	92	93
1977	85	91	97
1978	85	91	101
1979	87	98	107
1980	83	97	108
1981	79	95	107
1982	68	83	94
1983	69	84	97

Table III-C-2

DISTRIBUTION OF INTERCITY FREIGHT TRAFFIC: TONS CARRIED

Percentage of Intercity Tonnage

<u>Year</u>	<u>Railroads</u>	<u>Trucks</u>	<u>Water</u>	<u>Oil Pipelines</u>	<u>Air</u>
1973	29.6	37.2	16.4	16.7	0.1
1974	30.2	36.5	16.6	16.6	0.1
1975	29.6	35.1	17.5	17.7	0.1
1976	28.0	37.4	16.8	17.7	0.1
1977	26.7	39.1	16.1	18.0	0.1
1978	25.9	39.6	17.2	17.2	0.1
1979	27.6	38.6	16.9	16.8	0.1
1980	28.9	36.5	17.8	16.7	0.1
1981	28.9	36.7	17.8	16.5	0.1
1982	27.4	36.3	18.0	18.3	0.1
1983	27.0	37.1	17.9	17.9	0.1

Source: TRANSPORTATION IN AMERICA, Transportation
Policy Associates.

Table III-C-3

DISTRIBUTION OF INTERCITY FREIGHT TRAFFIC: TON-MILES

Percentage of Intercity Ton-Miles

<u>Year</u>	<u>Railroads</u>	<u>Trucks</u>	<u>Water</u>	<u>Oil Pipelines</u>	<u>Air</u>
1973	38.4	22.6	16.1	22.7	0.2
1974	38.6	22.3	16.1	22.8	0.2
1975	36.7	22.0	16.5	24.6	0.2
1976	36.3	23.2	16.9	23.4	0.2
1977	36.1	24.1	15.9	23.7	0.2
1978	35.2	24.3	16.6	23.7	0.2
1979	36.0	23.6	16.6	23.6	0.2
1980	37.5	22.3	16.4	23.6	0.2
1981	37.9	22.0	16.8	23.1	0.2
1982	35.8	23.2	15.5	25.3	0.2
1983	36.1	23.7	15.5	24.4	0.3

Source: TRANSPORTATION IN AMERICA, Transportation
Policy Associates.

Table III-C-4

DISTRIBUTION OF INTERCITY TRANSPORTATION REVENUES
(Millions of Dollars)

Revenues of ICC and CAB Regulated Carriers						
<u>Year</u>	<u>Railroads</u>	<u>Trucks</u>	<u>Water</u>	<u>Air</u>	<u>Bus</u>	<u>Total</u>
1969	\$11 964	\$13 500	\$ 450	\$6 576	\$1 007	\$33 497
1974	17 903	22 700	879	11 663	1 359	54 504
1976	19 642	26 000	1 035	13 998	1 410	62 085
1977	21 214	31 000	924	15 934	1 387	70 459
1978	23 190	36 500	1 321	18 827	1.221	81 059
1979	26 198	41 200	1 517	22 217	1 436	92 568
1980	28 211	43 000	937	26 128	1 943	100 219
1981	31 135	47 100	1 030	28 737	2 068	110 070
1982	27 748	44 100	980	28 736	2 070	103 634
-----PERCENT OF TOTAL-----						
1969	35.7%	40.3%	1.4%	19.6%	3.0%	100.0
1974	32.9	41.6	1.6	21.4	2.5	100.0
1976	31.6	41.9	1.7	22.5	2.3	100.0
1977	30.1	44.0	1.3	22.6	2.0	100.0
1978	28.6	45.0	1.7	23.2	1.5.	100.0
1979	28.3	44.5	1.6	24.0	1.6	100.0
1980	28.2	42.9	0.9	26.1	1.9	100.0
1981	28.3	42.8	0.9	26.1	1.9	100.0
1982	26.8	42.6	0.9	27.7	2.0	100.0

Source: TRANSPORTATION IN AMERICA, Transportation Policy Associates.

Table III-C-5

SEASONALITY OF RAILROAD TRAFFIC

Index of Quarterly Revenue Carloadings

<u>Year</u>	<u>First</u>	<u>Second</u>	<u>Third</u>	<u>Fourth</u>
1973	100	106	105	105
1974	100	104	99	94
1975	100	104	101	105
1976	100	109	105	105
1977	100	111	104	100
1978	100	126	117	124
1979	100	115	110	108
1980	100	100	95	98
1981	100	92	99	94
1982	100	101	91	91
1983	100	105	108	107
Simple Average	100	107	103	103

Table III-C-6

RAILROAD TONNAGE BY MAJOR COMMODITY GROUPS

Commodity	STOC No.	(Millions of Tons Originated)														
		1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
Farm Products	01	119.3	134.2	121.6	125.8	156.1	142.2	134.4	135.4	121.9	128.7	138.5	156.1	139.9	133.5	142.2
Metallic Ores	10	126.4	126.7	110.4	110.0	125.1	126.5	106.4	97.9	83.2	112.5	83.1	105.4	113.8	62.6	68.4
Coal	11	383.0	404.6	360.6	375.0	376.1	390.9	407.6	407.5	414.9	383.1	473.7	522.1	527.6	523.8	493.6
Nonmetallic Minerals	14	171.4	161.3	157.8	164.7	170.5	171.0	150.6	135.6	139.6	134.7	132.2	124.8	110.0	84.7	96.5
Food and Kindred Products	20	107.7	110.1	106.4	106.1	106.0	107.3	100.2	101.9	98.7	95.4	93.2	91.9	82.8	77.0	75.2
Lumber and Wood Products	24	99.9	101.9	104.7	110.0	108.9	105.3	88.6	99.6	99.3	95.1	92.9	85.5	80.3	65.9	71.7
Pulp, Paper and Allied Products	26	42.5	42.5	42.2	44.3	46.5	48.2	40.6	44.2	44.9	41.4	42.4	42.1	41.6	36.4	36.6
Chemicals and Allied Products	28	92.1	91.6	90.8	95.2	99.7	101.4	91.4	100.7	104.3	106.7	112.4	108.3	105.9	91.2	99.3
Petroleum and Coal Products	29	34.6	36.3	34.2	48.0	52.6	53.0	45.8	46.4	46.2	44.4	43.7	38.1	39.0	31.6	33.6
Stone, Clay and Glass Products	32	77.9	71.1	69.9	73.5	72.6	68.0	56.8	57.3	59.9	59.9	61.4	53.7	49.2	38.2	41.6
Primary Metal Products	33	87.1	82.2	72.1	60.9	71.4	70.3	51.4	53.1	55.2	60.1	63.9	52.7	53.3	32.0	32.0
Transportation Equipment	37	28.8	24.2	29.5	31.4	34.3	29.8	27.3	32.6	33.6	32.2	30.6	23.9	22.2	18.8	22.2
Waste and Scrap Material	40	41.8	39.8	37.5	39.8	44.7	48.1	38.2	37.5	36.1	37.8	38.5	34.3	34.1	22.7	24.5

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Farm Products	01	100	112	102	105	131	119	113	113	102	108	116	131	117	112	119
Metallic Ores	10	100	100	87	87	99	100	84	77	66	89	66	83	90	50	54
Coal	11	100	106	94	98	98	102	106	106	108	100	124	136	138	137	129
Nonmetallic Minerals	14	100	94	92	96	99	100	88	79	81	79	77	73	64	49	56
Food and Kindred Products	20	100	102	99	99	98	100	93	95	92	89	87	85	77	71	70
Lumber and Wood Products	24	100	102	105	110	109	105	89	100	99	95	93	86	80	66	72
Pulp, Paper and Allied Products	26	100	100	99	104	109	113	96	104	106	97	100	99	98	86	86
Chemicals and Allied Products	28	100	99	99	103	108	110	99	109	113	116	122	118	115	99	108
Petroleum and Coal Products	29	100	105	99	139	152	153	132	134	134	128	126	110	113	91	91
Stone, Clay and Glass Products	32	100	91	89	94	93	87	73	74	77	77	79	69	63	49	49
Primary Metal Products	33	100	94	83	70	82	81	59	61	63	69	73	61	61	37	37
Transportation Equipment	37	100	84	102	109	119	103	95	113	117	112	106	100	93	65	77
Waste and Scrap Material	40	100	95	90	95	107	115	91	90	86	90	92	82	82	54	59

Table III-C-7

RAIL DISTRIBUTION OF TONNAGE AND REVENUES
AMONG MAJOR COMMODITY GROUPS - 1983

<u>STCC</u>	<u>Commodity</u>	<u>Percent of Total Tons</u>	<u>Percent of Freight Revenue</u>	<u>Rank</u>	
				<u>Tons</u>	<u>Revs.</u>
11	Coal	38.2%	22.3%	1	1
01	Farm Products	11.0	8.9	2	3
28	Chemicals & Allied Products	7.7	11.5	3	2
14	Nonmetallic Minerals	7.5	3.1	4	11
20	Food & Kindred Products	5.8	8.8	5	4
24	Lumber & Wood Products	5.5	5.7	6	7
10	Metallic Ores	5.3	1.7	7	12
32	Stone, Clay & Glass Products	3.2	3.4	8	8
26	Pulp, Paper & Allied Products	2.8	6.3	9	6
29	Petroleum & Coal Products	2.6	3.1	10	10
33	Primary Metal Products	2.5	3.2	11	9
40	Waste & Scrap Materials	1.9	1.6	12	13
37	Transportation Equipment	<u>1.7</u>	<u>8.6</u>	13	5
	Subtotal	95.7	88.2	-	-
	All Others	<u>4.3</u>	<u>11.8</u>	-	-
	Total	100.0	100.0	-	-

Table III-C-8

COAL TRANSPORTED BY RAIL AS A PERCENT OF DOMESTIC PRODUCTION

(Thousands of Tons)

<u>Year</u>	<u>Total U.S. Production 1/</u>	<u>Transported by Rail</u>	
		<u>Tons 2/</u>	<u>% of Production</u>
1973	598 568	400 327	66.9%
1974	610 023	415 632	68.1
1975	654 641	429 880	65.7
1976	684 913	429 800	62.8
1977	697 207	437 700	62.8
1978	670 164	404 200	60.3
1979	781 134	500 000	64.0
1980	829 700	550 800	66.4
1981	823 775	556 700	67.6
1982	838 112	552 600	65.9
1983	784 865	520 500	66.3

1/ Includes bituminous, lignite and anthracite coal. (Weekly Coal Production, Department of Energy.)

2/ Includes all railroads; tonnages of non-Class I railroads are estimated beginning with year 1976.

Table III-C-9

RAIL TRANSPORTATION OF COAL

Year	Tons Originated (000)		Gross Revenues Class I Railroads (million \$)	Coal As A Percent Of Total Rail Traffic (CL. I RR's)		
	Class I Railroads	All Railroads		Tonnage	Carloads	Revenue
1973	376 078	400 327	\$1 407	24.3%	16.9%	9.8%
1974	390 871	415 632	1 826	25.3	17.7	11.2
1975	407 566	429 880	2 128	29.1	21.0	13.4
1976	407 493	429 800	2 374	28.8	20.5	13.2
1977	414 870	437 700	2 677	29.6	21.0	13.8
1978	383 112	404 200	2 813	27.4	19.3	13.5
1979	473 840	500 000	3 872	32.4	23.3	16.0
1980	522 071	550 800	4 956	35.4	26.0	18.4
1981	527 649	556 700	5 977	36.3	27.3	20.2
1982	523 823	552 600	6 307	41.3	30.8	23.8
1983	493 609	520 500	5 962	38.2	27.7	22.3

Table III-C-10

MAJOR COAL RAILROADS, 1983

<u>Railroad Systems</u>	<u>Tons Originated (Millions)</u>	<u>Percent of Total</u>
CSX Corporation	140.0	28.4
Burlington Northern	125.0	25.4
Norfolk Southern	100.0	20.3
Conrail	<u>31.0</u>	<u>6.3</u>
Top Four	396.0	80.3
All Others	<u>97.0</u>	<u>19.7</u>
Total	493.0	100.0

Table III-C-11

RAILROAD SHARE OF GRAIN TRAFFIC

<u>Year</u>	<u>Billions of Bushels Moved</u>		<u>Percent of Total</u>	
	<u>Rail</u>	<u>Water</u>	<u>Rail</u>	<u>Water</u>
1973	4.501	.988	82.0%	18.0%
1974	4.210	1.030	80.3	19.7
1975	4.065	1.196	77.3	22.7
1976	4.100	1.612	71.8	28.2
1977	3.911	1.524	72.0	29.0
1978	4.125	1.628	71.7	28.3
1979	4.410	1.622	73.1	26.9
1980	5.004	1.908	72.4	27.6
1981	4.379	1.986	68.8	31.2
1982	4.223	2.180	66.0	34.0
1983	4.724	2.132	68.9	31.1
INDEX				
1973	100	100	100	100
1974	94	104	98	109
1975	90	121	94	126
1976	91	163	88	157
1977	87	154	88	156
1978	92	165	87	157
1979	98	164	89	149
1980	111	193	88	153
1981	97	201	84	173
1982	94	221	80	189
1983	105	216	84	173

Source: Marketing Service Reports, U.S. Department of Agriculture.

Table III-C-12

RAILROAD PIGGYBACK TRAFFIC

<u>Year</u>	<u>Cars Loaded in Revenue Piggyback Service</u>	<u>Index</u>
1957	249,065	100
1960	554,115	222
1965	1,076,820	432
1970	1,449,519	582
1973	1,630,795	655
1974	1,609,876	646
1975	1,307,520	525
1976	1,505,945	605
1977	1,688,806	678
1978	1,840,588	739
1979	1,857,705	746
1980	1,687,121	677
1981	1,752,479	704
1982	1,920,377	771
1983	2,338,527	939

Table III-C-13

RAILROAD CAR TYPES AND COMMODITIES

<u>Commodity</u>	<u>Type of Car</u>					
	<u>Box</u>	<u>Covered Hopper</u>	<u>Flat</u>	<u>Gondola</u>	<u>Hopper</u>	<u>Tank</u>
Coal				X	X	
Chemicals and Allied Products	X	X				X
Coke					X	
Crushed Stone and Gravel				X	X	
Food and Kindred Products	X					X
Freight Forwarding/ Shipper Traffic	X		X			
Grain and Grain Mill Products	X	X				
Lumber and Wood Products	X		X			
Metallic Ores					X	
Metals and Products	X		X	X		
Motor Vehicles and Equipment	X		X			
Nonmetallic Minerals		X			X	
Pulp, Paper and Allied Products	X					
Petroleum Products						X
Primary Forest Products				X	X	
Stone, Clay and Glass Products	X	X				
TOFC Traffic			X			
Waste and Scrap Materials	X			X		

Source: Merrill Lynch, Railroad Equipment (Quarterly Industry Update, June 1980)
and Transportation Division, AAR.

Table III-C-14

RAILROAD INTERMODAL SERVICE

Plan I: Railroads carry trailer or container loads of freight for motor common carriers as a flat charge per unit. The railroad has no direct contact with the shipper and merely substitutes trailer - container - on flat car transportation in place of the motor common carriers' transportation by truck. The motor common carrier solicits and bills his customers at truck rates, takes trailers or containers to and picks them up from TOFC terminals.

Plan II: This is a total railroad door-to-door transportation service. The railroad furnishes all transportation equipment, delivers the trailers or containers to shipper's loading dock and, in some cases, helps load them, transports them to its loading ramp, loads and transports them to consignee's unloading dock and sometime helps unload the units.

Plan II 1/4: Same as Plan II, except railroad either picks up or delivers the trailer or container, but not both.

Plan II 1/2: Provides for the shipper and receiver to perform pick-up and delivery of railroad owned trailers or containers with railroad performing ramping and deramping and line-haul service between ramps.

Plan III: This is a railroad transportation service restricted to ramp operations. The shipper loads his own or leased trailer or container and provides for its delivery to loading ramp. The railroad loads the trailer or container on the flat car at origin piggyback terminal, transports it to destination piggyback terminal and grounds it.

Plan III-Minibridge: Containerized shipments having origin or destination from or to an international foreign port and moving by rail to or from originating or final destination U.S. ports. This rail-water service is in lieu of an all-water move.

Plan III-Landbridge: Containerized shipments moving by water into U.S. Ports for transport by rail to another port for further transport by water to destination.

Plan IV: Rail Carrier handling of loaded and empty privately owned or leased trailers and flat cars between specific points or areas under charges published in regular rail tariffs. These are flat per car charges to compensate the rail carriers for service in moving the loaded or empty trailers on flat cars and not for the commodity being shipped.

Plan V: Railroads and motor common carriers participate in a joint rail-truck transportation service at a published single factor joint through rate. Each participating carrier gets a division of the through rate.

III-D FUEL USE AND EFFICIENCY

Table III-D-1

RAILROAD PORTION OF TOTAL ENERGY CONSUMED IN TRANSPORTATION

<u>Mode</u>	<u>Thousand Bbl/Day Crude Oil Equivalent</u>	<u>Percentage of Total</u>
Automobiles	4,233.5	45.3%
Trucks	2,537.1	27.2
Water	736.7	7.9
Air	699.4	7.5
Pipelines	425.8	4.6
Military Operations	321.9	3.4
Railroads	295.4	3.2
Buses	62.9	0.7
All Other	23.1	0.2
Total	9,335.8	100.0

Source: TRANSPORTATION ENERGY DATA BASE (Edition 7)
Oak Ridge National Laboratory, June 1984

Table III-D-2

RAILROAD CONSUMPTION OF DIESEL FUEL

(Millions of Gallons)

<u>Year</u>	<u>Total</u>	<u>Freight Service</u>	<u>Psgr. Svc</u>	<u>Switching</u>	<u>Work Train</u>	<u>Rail Motor Cars</u>
1973	4,145	3,664	75	387	16	3
1974	4,116	3,643	72	380	17	4
1975	3,736	3,314	58	343	17	4
1976	3,896	3,460	45	367	18	5
1977	3,985	3,537	43	384	18	3
1978	3,968	3,508	52	391	16	2
1979	4,072	3,637	39	377	17	3
1980	3,944	3,567	35	322	17	2
1981	3,756	3,429	34	293	18	1
1982	3,179	2,872	34	258	15	1
1983	3,138	2,872	11	240	14	1

INDEX

1973	100	100	100	100	100	100
1974	99	99	96	98	106	133
1975	90	90	77	89	106	133
1976	94	94	60	95	113	167
1977	96	97	57	99	113	100
1978	96	96	69	101	100	67
1979	98	99	52	97	106	100
1980	95	97	47	83	106	67
1981	91	94	45	76	113	33
1982	77	78	45	67	94	33
1983	76	78	15	62	88	33

Table III-D-3

RAILROAD FUEL EFFICIENCY

<u>Year</u>	<u>Revenue Ton-Miles (millions)</u>	<u>Fuel Consumed in Frt. Svce (million gallons)</u>	<u>Ton-Miles per Gallon of Fuel Consumed</u>
1973	851,809	4,051	210
1974	850,961	4,023	211
1975	754,252	3,657	206
1976	794,059	3,828	207
1977	826,292	3,921	211
1978	858,105	3,898	220
1979	913,669	4,013	228
1980	918,621	3,890	236
1981	910,169	3,722	245
1982	797,759	3,130	255
1983	828,275	3,112	266

INDEX

1973	100	100	100
1974	100	99	100
1975	89	90	98
1976	93	94	99
1977	97	97	100
1978	101	96	105
1979	107	99	109
1980	108	96	112
1981	107	92	117
1982	94	77	121
1983	97	77	127

Table III-D-4

RAILROAD FUEL EFFICIENCY VS. OTHER MODES

<u>Mode</u>	<u>Propulsion Energy Expressed in BTU's per Net Ton-Mile</u>
<u>Railroads</u>	
Overall	660
Unit Coal Trains	370
<u>Truck</u>	
Average Intercity	2 100
<u>Barge</u>	
Overall	420
Upstream	580
Downstream	220
<u>Air</u>	
All-Cargo Plane	26 250
<u>Other</u>	
Coal Slurry Pipeline	1 000

Source: Energy Use in Freight Transportation, Congressional Budget Office, Natural Resources and Commerce Division, February 1982.

Table III-D-5

RAIL USE OF ELECTRICITY FOR MOTIVE POWER

<u>Year</u>	<u>Kilowatt Hours (Thousands)</u>	<u>Index</u>
1973	901,003	100
1974	846,743	94
1975	857,461	95
1976	790,299	88
1977	985,880	109
1978	991,421	110
1979	1,062,225	118
1980	968,011	107
1981	380,442	42
1982	904,782	100
1983	52,267	6

Table III-D-6

RAILROAD USE OF COAL

<u>Year</u>	<u>Domestic Production (1000 Net Tons)</u>	<u>Coal Used by Class I Railroads (1000 Net Tons)</u>	<u>Percentage Used by Railroads</u>
1920	568,667	139,275	24.49
1925	520,053	119,889	23.05
1930	467,527	99,539	21.29
1935	372,373	71,843	19.29
1940	460,772	79,914	17.34
1945	577,617	115,293	19.96
1950	516,311	55,452	10.74
1955	464,633	11,427	2.46
1960	415,512	39	0.01
1965	512,088	4	-
1970	602,932	1	-
1975	654,641	1	-
1980	829,700	1	-
1981	823,775	1	-
1982	838,112	1	-
1983	784,865	1	-

INDEX

1920	100	100	100
1925	91	86	94
1930	82	71	87
1935	65	52	79
1940	81	57	71
1945	102	83	82
1950	91	40	44
1955	82	8	10
1960	73	-	-
1965	90	-	-
1970	106	-	-
1975	115	-	-
1980	146	-	-
1981	145	-	-
1982	147	-	-
1983	138	-	-

Note: Column I from reports of U.S. Department of Energy and National Coal Association.

III-E FREIGHT OPERATING STATISTICS

Table III-E-1

TON-MILES PER MILE OF ROAD

Year	Gross Ton-Miles (millions)	Net Ton-Miles (millions)	Revenue Ton-Miles (millions)	Ave. Miles Operated in Freight Service	Thousands of Ton-Miles per Mile of Road		
					Gross Ton-Miles	Net Ton-Miles	Revenue Ton-Miles
1973	1,848,005	878,356	851,809	207,211	8,918	4,239	4,110
1974	1,841,831	880,714	850,961	206,597	8,915	4,263	4,119
1975	1,622,521	780,968	754,252	205,732	7,887	3,796	3,666
1976	1,754,768	829,987	794,059	197,594	8,881	4,200	4,019
1977	1,806,738	868,508	826,292	197,485	9,149	4,398	4,184
1978	1,835,634	878,498	858,105	191,917	9,565	4,577	4,471
1979	1,833,302	917,660	913,669	183,497	9,991	5,001	4,979
1980	1,882,173	931,914	918,621	178,963	10,517	5,207	5,133
1981	1,834,017	923,167	910,169	177,012	10,361	5,215	5,142
1982	1,634,213	808,910	797,759	173,656	9,411	4,658	4,594
1983	1,698,163	841,349	828,275	169,862	9,997	4,953	4,876

INDEX

1973	100	100	100	100	100	100	100
1974	100	100	100	100	100	101	100
1975	88	89	89	99	88	90	89
1976	95	94	93	95	100	99	98
1977	98	99	97	95	103	104	102
1978	99	100	101	93	107	108	106
1979	99	104	107	89	112	118	121
1980	102	106	108	86	118	123	125
1981	99	105	107	85	116	123	125
1982	88	92	94	84	106	110	112
1983	92	96	97	82	112	117	119

Note: Gross Ton-Miles include weight of load and equipment;
net ton-miles represent sum of revenue and non-revenue ton-miles.

Table III-E-2

AVERAGE FREIGHT-TRAIN LOAD

Year	Gross Ton-Miles Excluding Locomotives (millions)	Net Ton-Miles (millions)	Freight Train-Miles (thousands)	Ave. Freight- Train Weight Including Weight of Cars (Tons)	Ave. Freight- Train Load (Tons)
1973	1,848,005	878,356	469,517	3,936	1,871
1974	1,841,831	880,714	469,721	3,921	1,875
1975	1,622,521	780,968	402,867	4,127	1,939
1976	1,754,178	829,987	424,816	4,129	1,954
1977	1,806,738	868,508	428,040	4,221	2,029
1978	1,835,634	878,498	432,944	4,240	2,029
1979	1,833,302	917,660	437,835	4,301	2,096
1980	1,882,173	931,914	428,488	4,393	2,175
1981	1,834,017	923,167	407,520	4,500	2,265
1982	1,634,213	808,910	344,935	4,738	2,345
1983	1,698,163	841,349	345,916	4,909	2,432

INDEX

1973	100	100	100	100	100
1974	100	100	100	100	100
1975	88	89	86	105	104
1976	95	94	90	105	104
1977	98	99	91	107	108
1978	99	100	92	108	108
1979	99	104	93	109	112
1980	102	106	91	112	116
1981	99	105	87	114	121
1982	88	92	73	120	125
1983	92	96	74	125	130

Table III-E-3

FREIGHT TRAIN-MILES PER TRAIN-HOUR

<u>Year</u>	<u>Freight Train- Miles (thousands)</u>	<u>Freight Train- Hours (thousands)</u>	<u>Freight Train- Miles per Train-Hour</u>
1973	469,517	24,081	19.5
1974	469,721	23,638	19.9
1975	402,867	20,139	20.0
1976	424,816	21,133	20.1
1977	428,040	21,671	19.8
1978	432,944	22,351	19.4
1979	437,835	25,514	17.2
1980	428,488	23,567	18.2
1981	407,520	21,414	19.0
1982	344,935	16,104	21.4
1983	345,916	17,027	20.3

INDEX

1973	100	100	100
1974	100	98	102
1975	86	84	103
1976	90	88	103
1977	91	90	102
1978	92	93	99
1979	93	106	88
1980	91	98	93
1981	87	89	97
1982	73	67	110
1983	74	71	104

Table III-E-4

LOCOMOTIVE UNIT-MILES IN FREIGHT SERVICE

(Unit-miles in thousands)

<u>Year</u>	<u>Total</u>	<u>Road Freight Service</u>	<u>Freight- Train Switching</u>	<u>Freight Yard Switching</u>
1973	1,665,242	1,377,059	63,522	224,661
1974	1,658,344	1,375,394	64,091	218,859
1975	1,479,184	1,232,342	59,338	187,504
1976	1,539,123	1,290,468	59,308	189,347
1977	1,553,442	1,303,157	58,910	191,375
1978	1,510,319	1,269,960	48,100	192,259
1979	1,526,184	1,293,758	45,803	186,623
1980	1,526,091	1,313,982	45,781	166,328
1981	1,474,905	1,278,128	43,718	153,059
1982	1,251,962	1,092,036	36,853	122,803
1983	1,242,025	1,096,471	37,930	107,624

INDEX

1973	100	100	100	100
1974	100	100	101	97
1975	89	89	93	83
1976	92	94	93	84
1977	93	95	93	85
1978	91	92	76	86
1979	92	94	72	83
1980	92	95	72	74
1981	89	93	69	66
1982	75	79	58	55
1983	75	80	60	48

Table III-E-5

CARS PER AVERAGE FREIGHT TRAIN

<u>Year</u>	<u>Total Freight Car-Miles (millions)</u>	<u>Freight Train-Miles (thousands)</u>	<u>Average Number of Cars Per Train</u>
1973	31,248	469,517	66.6
1974	30,719	469,721	65.5
1975	27,656	402,687	68.6
1976	28,530	424,816	67.1
1977	28,749	428,040	67.2
1978	29,076	432,944	67.2
1979	29,436	437,835	67.2
1980	29,277	428,488	68.3
1981	27,968	407,520	68.6
1982	23,952	344,936	69.4
1983	24,358	345,916	70.4

INDEX

1973	100	100	100
1974	98	100	98
1975	89	86	103
1976	91	90	101
1977	92	91	101
1978	93	92	101
1979	94	93	101
1980	94	91	103
1981	90	87	103
1982	77	73	104
1983	78	74	106

Table III-E-6

FREIGHT CAR-MILES

<u>Year</u>	<u>Total Freight Car-Miles (millions)</u>	<u>Loaded Car-Miles (millions)</u>	<u>Empty Car-Miles (millions)</u>	<u>Loaded Car-Miles as a Percent of Total</u>
1973	31,248	18,028	13,238	57.7%
1974	30,719	17,582	13,146	57.2
1975	27,656	15,097	12,544	54.6
1976	28,530	15,825	12,689	55.5
1977	28,749	16,328	12,429	56.8
1978	29,076	16,890	12,186	58.1
1979	29,436	16,823	12,613	57.2
1980	29,277	16,017	13,260	54.7
1981	27,968	15,243	12,725	54.5
1982	23,951	13,276	10,675	55.4
1983	24,358	13,750	10,608	56.5

INDEX

1973	100	100	100	100
1974	98	98	99	99
1975	89	84	95	95
1976	91	88	96	96
1977	92	91	94	98
1978	93	94	92	101
1979	94	93	95	99
1980	94	89	100	95
1981	90	85	96	94
1982	77	74	81	96
1983	78	76	80	98

Table III-E-7

NET TON-MILES PER LOADED CAR-MILE

<u>Year</u>	<u>Net Ton-Miles (millions)</u>	<u>Loaded Car-Miles (millions)</u>	<u>Net Ton- Miles per Loaded Car-Mile</u>
1973	878,356	18,028	48.7
1974	880,714	17,582	50.1
1975	780,968	15,097	51.7
1976	829,987	15,825	52.4
1977	868,508	16,328	53.2
1978	878,498	16,890	52.0
1979	917,600	16,823	54.5
1980	931,914	16,017	58.1
1981	923,167	15,243	60.6
1982	808,910	13,276	60.9
1983	841,349	13,750	61.2

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1973	100	100	100
1974	100	98	103
1975	89	84	106
1976	94	88	108
1977	99	91	109
1978	100	94	107
1979	104	93	112
1980	106	89	119
1981	105	85	124
1982	92	74	125
1983	96	76	126

Table III-E-8

REVENUE TON-MILES PER CAR LOADED

<u>Year</u>	<u>Revenue Ton-Miles (millions)</u>	<u>Freight Carloadings (thousands)</u>	<u>Revenue Ton-Miles per Car Loaded</u>
1973	851,809	27,338	31,158
1974	850,961	26,184	32,500
1975	754,252	23,217	32,487
1976	794,059	23,457	33,852
1977	826,292	23,173	35,654
1978	858,105	23,355	36,741
1979	913,669	23,892	38,267
1980	918,621	22,598	40,628
1981	910,169	21,612	42,113
1982	797,759	18,498	43,005
1983	828,275	18,800	44,057

INDEX

1973	100	100	100
1974	100	96	104
1975	89	85	104
1976	93	86	109
1977	97	85	114
1978	101	85	118
1979	107	87	123
1980	108	83	130
1981	107	79	135
1982	94	68	138
1983	97	69	141

Table III-E-9

AVERAGE NUMBER OF TONS PER CARLOAD ORIGINATED

<u>Year</u>	<u>Tons Originated (thousands)</u>	<u>Carloads Originated (thousands)</u>	<u>Tons per Carload Originated</u>
1973	1,532,164	26,990	56.7
1974	1,530,686	26,223	58.4
1975	1,395,055	22,930	60.8
1976	1,406,732	23,056	61.0
1977	1,394,742	22,823	61.1
1978	1,390,175	22,477	61.8
1979	1,502,069	23,410	64.2
1980	1,492,414	22,223	67.2
1981	1,453,022	21,343	68.1
1982	1,268,645	18,585	68.3
1983	1,292,607	18,851	68.6

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1973	100	100	100
1974	100	97	103
1975	91	85	107
1976	92	85	108
1977	91	85	108
1978	91	83	109
1979	98	87	113
1980	97	82	119
1981	95	79	120
1982	83	69	120
1983	84	70	121

Table III-E-10

AVERAGE LENGTH OF RAILROAD HAUL

<u>Year</u>	<u>Revenue Ton-Miles (billions)</u>	<u>Revenue Tons Originated (millions)</u>	<u>Average Length of Haul (miles)</u>
1973	852	1,532	556
1974	851	1,531	556
1975	754	1,395	541
1976	794	1,407	564
1977	826	1,395	592
1978	858	1,390	617
1979	914	1,502	609
1980	919	1,492	616
1981	910	1,453	626
1982	798	1,269	629
1983	828	1,293	640

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1973	100	100	100
1974	100	100	100
1975	88	91	97
1976	93	92	101
1977	97	91	106
1978	101	91	111
1979	107	98	110
1980	108	97	111
1981	107	95	113
1982	94	83	113
1983	97	84	115

Note: Average length of haul, as computed above, treats all Class I Railroads as a system.

Table III-E-11

AVERAGE NUMBER OF FREIGHT CAR TRIPS PER YEAR

Average Trips Per Year By Car Type

<u>Year</u>	<u>Box</u>	<u>Covered Hoppers</u>	<u>Refrig- erators</u>	<u>Gondola</u>	<u>Open Top Hoppers</u>	<u>Flats</u>	<u>Tanks</u>	<u>All Cars</u>
1973	16.2	17.3	11.1	20.6	27.0	29.9	10.0	19.5
1974	14.6	16.3	10.8	20.0	27.5	26.7	9.8	18.6
1975	12.2	15.2	10.3	16.5	26.4	22.1	8.5	16.6
1976	12.8	15.7	10.3	16.9	25.4	24.2	8.5	16.9
1977	12.9	15.2	9.9	16.1	23.1	25.3	8.5	16.5
1978	12.7	15.1	10.7	16.5	22.2	25.8	8.2	16.5
1979	11.7	14.3	10.2	17.3	25.5	24.3	8.1	16.5
1980	10.7	13.7	10.0	17.8	24.8	20.8	7.7	15.8
1981	9.7	11.8	8.9	17.8	25.3	21.0	7.3	15.1
1982	8.2	10.7	7.7	14.8	21.7	22.0	6.5	13.6
1983	8.8	11.9	7.4	16.2	21.7	26.6	7.0	14.7

Index

1973	100	100	100	100	100	100	100	100
1974	90	94	97	97	102	89	98	95
1975	75	88	93	80	98	74	85	85
1976	79	91	93	82	94	81	85	87
1977	80	88	89	78	86	85	85	85
1978	78	87	96	80	82	86	82	85
1979	72	83	92	84	94	81	81	85
1980	66	79	90	86	92	70	77	81
1981	60	68	80	86	94	70	73	77
1982	51	62	69	72	80	74	65	70
1983	54	69	67	79	80	89	70	75

Table III-E-12

NUMBER OF OVERHEATED JOURNALS PER FREIGHT CAR-MILE

<u>Year</u>	<u>Overheated Journals</u>	<u>Freight Car-Miles (millions)</u>	<u>Overheated Journals per Million Car-Miles</u>
1973	15,801	31,248	0.51
1974	15,561	30,719	0.51
1975	14,477	27,656	0.52
1976	13,192	28,530	0.46
1977	12,977	28,749	0.45
1978	11,917	29,076	0.41
1979	11,895	29,436	0.40
1980	8,519	29,277	0.29
1981	8,187	27,968	0.29
1982	5,375	23,952	0.20
1983	4,951	24,358	0.20

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1973	100	100	100
1974	98	98	100
1975	92	89	102
1976	83	91	90
1977	82	92	88
1978	75	93	80
1979	75	94	78
1980	54	94	57
1981	52	90	57
1982	34	77	39
1983	16	78	39

Note: An overheated journal is generally referred to as a "hot box."

Table III-E-13

FREIGHT LOSS AND DAMAGE CLAIMS

<u>Year</u>	<u>(million \$s)</u>	<u>Freight Loss and Damage Claims</u>
		<u>Percent of Gross Freight Revenue</u>
1973	\$233	1.56%
1974	293	1.71
1975	313	1.83
1976	266	1.36
1977	278	1.31
1978	304	1.32
1979	328	1.35
1980	324	1.08
1981	257	0.75
1982	233	0.77
1983	162	0.70

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1973	100	100
1974	126	110
1975	134	117
1976	114	87
1977	119	84
1978	130	85
1979	141	87
1980	139	69
1981	110	48
1982	100	49
1983	70	45

IV. PROFILES

Profile IV-1

THE ASSOCIATION OF AMERICAN RAILROADS
American Railroads Building
1920 L Street, N.W.
Washington, D.C. 20036

Inception

The AAR was established in 1934 as an umbrella organization consolidating a number of smaller, more specialized groups. Among its forerunners were the Master Car Builders, the General Time Convention, the American Railway Association, the Association of Railway Executives, the Railway Accounting Officers Association, the Railway Treasury Officers Association, the Bureau of Railway Economics, and the Bureau for the Safe Transportation of Explosives and Other Dangerous Articles.

Services Provided

The AAR serves its members in matters that require joint handling to better enable the railroads to contribute toward the purposes of the national transportation policy set forth by Congress. These matters include operations, maintenance, safety, research, economics, finance, accounting, data systems, and public information. In addition, the AAR represents the railroads before the courts, administrative tribunals, Congressional committees, and other governmental bodies. One of the Association's most important functions is to work with committees made up of representatives of member railroads on matters affecting the progress of the industry as a whole.

Membership (1983)

26 Class I line-haul roads in the U.S.
11 Class II line-haul roads in the U.S.
76 Class III line-haul and switching terminal roads in the U.S.
1 Leased-line railroad
5 Canadian lines
4 Mexican lines
73 Associate members

Composition of Board of Directors

The Board of Directors is composed of the Presidents, Chairmen, Trustees, Receivers and Chief Executive Officers (or other such officers or directors approved by the Board) of 16 individual railroads, and the President of the AAR who is Ex Officio Chairman.

Departmental Organization

Administrative and Executive
Legislative
Research and Test
Economics and Finance
Operations and Maintenance
Law
Information and Public Affairs
Intermodal Policy Studies Group

Subsidiary Organization

RAILINC

Profile IV-2

AMERICAN SHORT LINE RAILROAD ASSOCIATION
2000 Massachusetts Avenue, N.W.
Washington, DC 20036

Inception

In 1913, representatives of 22 short line railroads organized the Short Line Railroad Association of the Southeast. Accumulated experience led to the general belief that this Association should become national in scope, and subsequently the name was changed to The American Short Line Railroad Association. The general office of the Association was established in Washington, D.C., in 1917.

Services Rendered

Services provided by the ASLRA for its nationwide membership include keeping them informed of all proposed rules and regulations and matters of current interest; statutory agent functions; legal consultation pertinent to proceedings before the various agencies; representation before the various Governmental bodies and Committees of Congress on pending and proposed legislation; retention of a close relationship with the Association of American Railroads through membership on the various AAR Committees; and nationwide representation on all rate associations to insure protection of member lines' interests on traffic-related subjects.

Membership (July 1984)

265 Railroads

Source: American Short Line Railroad Association.

Profile IV-3

FRUIT GROWERS EXPRESS
1625 K Street, N.W.
Washington, DC 20006

Inception

Fruit Growers Express was incorporated March 18, 1920.

Ownership

Ten railroads.

Operating Characteristics

Fruit Growers Express supplies refrigerator cars and piggyback trailers and furnishes protective services to railroads for transportation of perishables. It also owns car shops for building and repair of cars.

Equipment Ownership (12/31/83) ^{1/}

10,686 refrigerator cars
381 refrigerated trailers

Financial Data (1983)

(dollars in thousands)

\$159,349 - Total Assets
81,331 - Total Liabilities
78,018 - Stockholders' Equity
38,099 - Total Revenues
36,427 - Costs and Expenses
1,153 - Net Earnings

^{1/}Two other railroad-owned refrigerator car companies -- Fruit Express and Merchants Despatch Transportation Corp. -- also own refrigerated equipment.

Source: Annual Stockholders' Report.

Profile IV-4

NATIONAL RAILWAY LABOR CONFERENCE
1901 L Street, N.W.
Suite 500
Washington, DC 20036

Inception

NRLC was established in Chicago, Illinois, October 2, 1962, and became operational January 1, 1963. It moved to Washington, D.C., in September 1968.

Services Provided

NRLC represents the railroad industry in bargaining of national labor issues. It advises railroads on labor related matters, including the interpretation of contracts. NRLC frequently presents testimony before Congressional committees. The scope of its representation of the industry extends to virtually all railroads, except Amtrak.

Source: National Railway Labor Conference.

Profile IV-5

RAILROAD TARIFF BUREAUS

There Are Three Major Tariff Bureaus^{1/}

Traffic Executive Association
Eastern Railroads
1250 Broadway
New York, NY 10001

Southern Freight Association
151 Ellis Street, N.E.
Atlanta, GA 30335

Western Railroad Traffic Association
222 South Riverside Plaza
Suite 1200
Chicago, IL 60606

Most railroad rates are commonly published in a bureau tariff, which, in effect, is the price list for all lines operating in a territory.

There Are Five Major Tariff Territories

Eastern Territory
Southern Territory
Western Territory
Southwestern Territory
Mountain-Pacific Territory

^{1/}There are also other smaller tariff bureaus in the West.

Source: Various.

Profile IV-6

RAILROAD RETIREMENT BOARD
844 Rush Street
Chicago, IL 60611

Background

The first Railroad Retirement Act, enacted on June 27, 1934, was declared unconstitutional by the Supreme Court before it became operational. A new retirement bill was enacted on August 29, 1935. This bill was also challenged on the grounds that neither the railroads nor the employees could be forced to contribute to annuity payments. At the suggestion of President Roosevelt, the President of the Association of American Railroads and the Chairman of the Railway Labor Executives' Association formed a joint conference to work out a solution to the pension issue. The conference's proposals resulted in the Railroad Retirement Act of 1937. Since that time, there have been many amendments and additions to the Act.

Functions of the Board

The Board's major function is to administer, under Federal control, a retirement, unemployment, and sickness benefit system covering railroad workers engaged in interstate commerce, and employees of railroad labor organizations and their subordinate units, and railroad associations.

Source: Railroad Retirement Board, 1955 Annual Report.

Profile IV-7

RAILWAY PROGRESS INSTITUTE
700 North Fairfax Street
Alexandria, VA 22314

Inception

Organized as the Railway Business Association in 1908, the name was changed to Railway Progress Institute in 1955.

Services Provided

The Railway Progress Institute is a national association that represents about 150 railroad equipment and supply companies. Primarily, the Institute's services relate to governmental affairs and technical operations in connection with the Association of American Railroads.

Source: Railway Progress Institute.

Profile IV-8

TRAILER TRAIN
300 South Wacker Drive
Chicago, IL 60606

Inception

Trailer Train was created November 9, 1955, and began operations March 17, 1956, predicated upon a need to meet public demand for TOFC service with emphasis on uniform design characteristics to permit expeditious interchanging of traffic. Trailer Train commenced operations with a fleet of 500 cars. The fleet was expanded in the early 1960's to include double and triple deck rack cars for the transportation of new automobiles. Other specialized flat cars were added in subsequent years.

Ownership

32 railroads.

Operational Characteristics

Trailer Train's free-running fleet is available to railroads upon demand. This provides access to a large fleet of cars without incurring long-term financial obligations. Car-hire rates are priced at levels below IOC rates.

Size of Fleet 12/31/83

89,145	TOFC Flat Cars
15,636	Box Cars
3,998	Gondolas
<u>108,779</u>	Total

Financial Data (1983)

(dollars in thousands)

\$1,273,846	- Total Assets
859,229	- Total Liabilities
414,617	- Stockholders' Equity
371,945	- Operating Expenses
156,437	- Car Maintenance
8,841	- Net Income

Subsidiaries

"Railbox" was established in 1974 to provide a fleet of free-running box cars. "Railgon" was formed in May 1979.

Source: Annual Stockholders' Report.

Profile IV-9

RAILWAY ENGINEERING-MAINTENANCE SUPPLIERS ASSOCIATION
6120 North Avenue
Chicago, IL 60639

Inception

Railway Engineering-Maintenance Suppliers Association, Inc., (REMSA) is the outgrowth of two predecessor associations: National Railway Appliances Association and Association of Track & Structure Suppliers. NRAA, under several different names, had been in existence since 1894; AT&SS since 1914. These two associations were merged into REMSA in 1965.

Services Rendered

As stated in the Constitution & By-Laws of REMSA, the "purpose of this organization shall be to promote the welfare of transportation industries in carrying on the activities of its predecessors. Its activities shall be wholly educational, looking to the greatest advancement in the efficiency, safety, maintenance, and operation thereof. It will cooperate in the development of conventions of Engineering, Maintenance, Research and Scientific Associations, and shall sponsor and hold Exhibitions of equipment, appliances, and supplies held in conjunction with these meetings."

Membership

Membership is limited to corporations, firms, and individuals engaged in the manufacture or sale of transportation equipment, appliances and supplies; engineers or contractors engaged in construction and/or maintenance of track facilities; also, publishers of the technical press and others associated with the transportation industry.

Source: Railway Engineering-Maintenance Suppliers Association.